# INSIDE TRACK

1934 MODEL UNIFORM

(SEE PAGE 7)

BYLLESBY

MARKET STREET RAILWAY CO.

PIONEERS IN PUBLIC SERVICE

APRIL 1934

VOLUME 13 NUMBER 4

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# INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO

TELEPHONE SUTTER 3200

VOL. 13 APRIL, 1934 No. 4

## The Byllesby Code

"Deal honestly, fairly and lawfully with all concerned. Make your business and personal conduct above reproach.

"Your business will be most profitable if you charge the lowest possible rates and develop the largest volume of service.

"Try and set a high business standard. Keep the cards on the table. We want no secret deals, no favoritism, no corruption. Sooner or later the people will understand. This course may cause you harder work for a time, but eventually it will make it easier.

"Never forget that your company is a public servant that wants no dollar that it does not fairly earn.

"Take the people into your confidence. Give them the facts.

"Treat your customers as human beings, realizing that mutual good faith and tolerance form the basis for successful commerce between man and man.

"Participate in the public and semi-public welfare activities of your city.

"Maintain the old-fashioned virtues. They will always win in the long run. We are back of you to the last dollar as long as you do your honest best, but we will not forgive any act that is not clean and honorable."

# Bank Ad Features Street Cars

MARKET - ELLIS BRANCH
THE ANGLO CALIFORNIA NATIONAL BANK
OF SAN FRANCISCO
COMMERCIAL & SAVINGS ACCOUNTS
TRUST & BOND DEPARTMENTS
SAFE DEPOSIT BOXES
MARKET STREET RAILWAY CO.
BUILD AN ANGLO SAVINGS ACCOUNT

White-front cars of the Market Street Railway Company came in for some fine publicity during the last two weeks of January when The Anglo California National Bank featured them in their nine branch locations throughout the city. In addition to the nine window displays, a large ad was run in each of the four leading daily papers. This ad carried the story of our Company, from the first steam-dummy which started July 4, 1860, through the horse-car, cable-car and early electric car periods up to the California comfort car, built in our own shops, and operated by us today. Each employee was given a copy of the newspaper ad, and found the information and pictures very interesting. The pictures used by the bank were loaned by the Market Street Railway Company.

# Letter from President Sawyer

At the last regular meeting of the Board of Governors of the M.S.R.E.C.A. held on April 2nd, it was voted that this Association make a payment on account to the Company, who have, at our request, made financial advancements to us until the organization stage of the Association was completed.

We made a payment of $683.16 and still have a balance in our treasury to carry us until the end of this term which expires on August 8th, and to hold our annual elections in August.

I have made the suggestion that the dues for membership in the Association be increased to the amount of 50c per quarter, which will be used for all Association purposes, and that this amount shall be taken from the quarterly payments of the Profit Sharing Plan distributions upon the authorization of each member's signature, and upon the Association's request that the Company management make such deduction.

Among other purposes, this amount shall be used to assist in maintaining an Association Club Room, or Recreation Hall in a convenient location for all members of the Association, same to contain pool and billiard tables, reading and lounge room, card tables, writing room, lunch room or counter, refreshment space, smoke shop, and serve as a meeting place for members, and for Association meetings and Headquarters for the Association.

It is of the utmost importance in order that we may have all the advantages that this Association can produce, tht we have the financial backing to keep us self supporting, and to that end it has been estimated that the amount of 50 cents per quarter will be sufficient to maintain the above mentioned Club Room as well as Headquarters for the Association.

It is earnestly requested that each member of the Association give this matter serious consideration and let your Governor know your wishes so that we may take action on this at an early date.

Let's all get together and make our Association one that will be recognized as outstanding on the Pacific Coast.

GEO. G. SAWYER.

# Pride of Sutter Street

The Sutter Street Railway Company, operating from the Ferries, out Market and Sutter Streets to Central Avenue, a distance of about three miles, was one of the early long lines in the City, and one of the few lines operating along a straight street for that distance. The cars were artistically painted in bright colors with destination signs displayed all over the sides and ends. No such thing as a changeable dash sign of today. This picture is from the L. S. Slevin collection.

# Remittance Record

| Division | March | February | Rank in February |
|---|---|---|---|
| Sutro | 25 | 17 | 1 |
| McAllister | 36 | 34 | 2 |
| Fillmore | 40 | 45 | 3 |
| Valencia | 56 | 59 | 4 |
| Washington and Mason | 63 | 83 | 5 |
| Oak and Broderick | 85 | 87 | 6 |
| Geneva | 117 | 125 | 7 |
| Third | 127 | 147 | 8 |
| Twenty-Fourth | 147 | 161 | 9 |
| All Lines | 82 | 86 | |

**AVERAGE IMPROVES**

All divisions except Sutro and McAllister have improved their monthly rating slightly during the month of April, bringing the average for all divisions down four points. No change in standing from February as the improvement was offset by each competitor.

# Shop Men Train for First Aid

The following letter came unsolicited from the E. D. Bullard Company, and shows the progressive attitude of our Shop men towards first aid training. Six men completed the course and two others took part of it. With sixty firms represented, Market Street Railway Company had a fine showing with eight men.

The letter follows:

E. D. Bullard Company,
275 Eighth Street,
San Francisco, California.

Market Street Railway Company,
58 Sutter Street,
San Francisco, California.

Gentlemen:

It is with great pleasure that we report to you the conclusion of our Fourth Annual First Aid Course, as it was by far the most successful of any held by us. Over sixty firms were represented from the Bay Area, and over two hundred and fifty men and women took the course.

Your cooperation in making the course successful is greatly appreciated, and we are listing below the names of the men in your company who attended the course.

If we can be of any assistance in your safety work at any time, please call on us.

Yours very truly,
E. D. BULLARD COMPANY.
(Signed) E. W. Bullard, President.

| | |
|---|---|
| W. J. Davis | Incomplete |
| W. J. Johnson | Incomplete |
| U. B. Gonzales | Complete |
| R. Gutierrez | Complete |
| Wm. A. Kramer | Complete |
| F. J. Doyle | Complete |
| H. Thomas | Complete |
| Al Haug | Complete |

# Pull-In Record

| Division | March 1934 | February 1934 | Rank in Feb. |
|---|---|---|---|
| Oak and Broderick | 56,031 | 50,309 | 2 |
| Haight Street | 48,632 | 87,175 | 1 |
| Third Street | 32,307 | 22,745 | 3 |
| Twenty-fourth Street | 17,384 | 13,431 | 4 |
| Twenty-eighth Street | 13,135 | 11,752 | 5 |
| Sutro | 8,607 | 6,737 | 7 |
| McAllister | 6,241 | 6,888 | 6 |
| Geneva | 4,717 | 4,392 | 9 |
| Turk and Fillmore | 4,614 | 6,324 | 8 |
| Average | 8,949 | 8,757 | |

## MARCH AVERAGE IS UP

Average miles per pull-in for the entire system shows a slight increase over the previous month. Oak and Broderick and Haight Street car houses change places at the top of the list. Consistency governs the pull-ins for March.

## Company Praises Two San Francisco Police Officers

Honorable mention is made of the splendid efforts of the San Francisco Traffic Department, and Chief of Police William J. Quinn is hereby commended for the fine cooperation of his department at all times.

Recently, two of our trackmen while at work on the street car tracks at Hayes and Gough streets, were struck down by a hit and run motorist. One of the workers died from the injuries which he received and the other man is still in a very dangerous condition at the hospital.

Corporal James McDermott and Officer A. Morrison of the San Francisco Police Department proved very helpful to the company through the efficient and intelligent service which they rendered on this occasion, and such cooperation is indeed highly appreciated by the company.

Chairman J. H. Handlon of the General Safety Committee for the company, has communicated with the San Francisco Police Department for special protection of company employes engaged in track work, especially at night, and has received the assurance of Chief of Police Quinn that this will be done.

## Market Street Railway Company Employee Investment Association

STATEMENT OF RECEIPTS AND DISBURSEMENTS
FOR MARCH 1934

| | | |
|---|---|---|
| Balance on hand February 28, 1934 | | $101,051.56 |
| Commercial Account | $ 9,554.71 | |
| Savings Accounts | 91,496.85 | |
| **RECEIPTS** | | |
| Received from Subscribers during March, 1934 | $ 5,000.00 | |
| Company's 20% contribution on February collections | 1,020.50 | 6020.50 |
| Total | | 107,072.06 |
| **DISBURSEMENTS** | | |
| Subscriptions refunded—principal | 265.00 | |
| Subscriptions refunded—interest | 16.06 | |
| Check Tax | .22 | 281.28 |
| Balance on hand March 31, 1934 | | 106,790.78 |
| Commercial Account | 6,293.93 | |
| Savings Account | 100,496.85 | |

SECURITIES OWNED AS OF MARCH 31, 1934—NONE.
Number of Subscribers..... 1168

## New 1934 Model Uniform, on the Cover

It is our pleasure to show you on the cover this month the very latest in uniforms for the men who operate the Market Street cars. It is of navy blue, Oaks cloth, and has the now familiar rounded coat corners, as shown in the model.

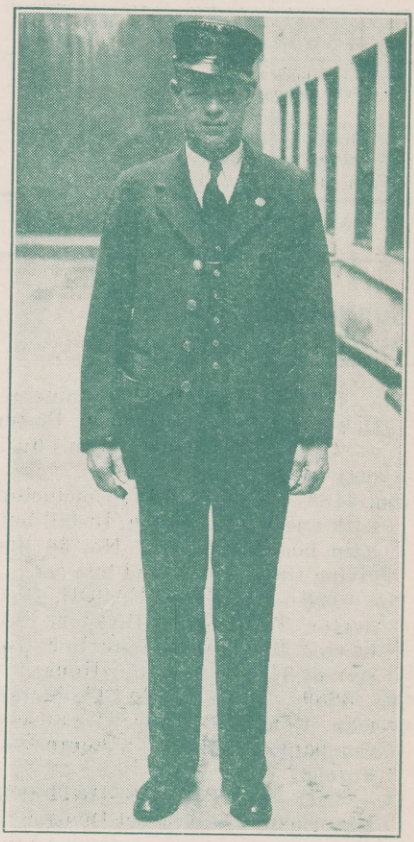
The conductor? Oh yes. He is William C. Gray of McAllister Division, who was chosen for this picture because of his sandy-colored hair and many freckles. You see, photographers too, it seems, prefer blondes. Mr. Gray says he is well satisfied with the new uniform, and that it is a big improvement over the older model.

On this page is a counterpart of our 1934 model showing the old-style squared coat corners. This picture is very well portrayed by Conductor S. V. Love of Oak and Broderick Division, who, too, is a blonde. This style of uniform did duty for many years until the men decided to progress with the styles and fashions for men and chose a more dashing model.

Since Mr. Gray did not know his picture was to grace our front cover this month, it will, no doubt, be somewhat of a surprise to him, but he should have satisfaction in the fact that he will be boosting along our California sunshine.

It isn't often we get the opportunity to make the front page, but new uniforms with new rounded coat corners have done it this time.

The uniform has the hear y approval of all the men and the true expression of satisfaction in Mr. Gray's picture tells the whole story.



Square-Cornered 1933 Model.

## THE UPKEEP

The original cost of driving your automobile downtown isn't much. But, the "upkeep" often is expensive. Parking fees, traffic fines and maybe a repair bill or two cause grief to the motorists.

Electric car and bus riders don't worry about "upkeep."

# • INSIDE TRACK •

Address all communications to the Editor, Room 707, Holbrook Building, San Francisco.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor
W. B. FARLOW, Art Editor
J. H. MENTZ, Official Photographer

SAN FRANCISCO, CALIFORNIA
APRIL, 1934


## Suggestions in Effect Since Last Issue

No. 4179—B. BOONE, Conductor, Oak and Broderick Division. Poster —"Over 2700 partners in this business try to please you."

No. 4188—C. L. BUSBY, Conductor, 24th and Utah Division. Install bulletin board at end of No. 34 line giving time of first and last car.

No. 4196—JAMES GLEASON, Conductor, Third Street Division. Post leaving time of Fillmore line Owl cars at Third Street Car House.

No. 3989—DAVE REFATTI, Motorman, Geneva Division. Organize a Company Post for Veterans of Foreign Wars.

No. 4218—HENRY RECHNITZER, Motorman, Third Street Division. A plan to increase power saving where Economy meters are in use.

No. 4185—H. G. WILSON, Inspector, Ferry Terminal. Poster "Obey traffic rules and you'll avoid accidents."

No. 4216—MISS P. WALTERS, telephone operator, Law Department. Publish the Byllesby Code occasionally in Inside Track.

The above seven suggestions adopted during the month of March, have paid dividends to the employees making them. The usual $5.00 checks have been sent to each one for the suggestion.

## To all Department Heads:

For the information of all departments Dr. H. E. Coffey has been appointed by Chief Surgeon J. H. O'Connor to act as physician for the company medical department north of Market Street, with offices at 1392 Haight Street, hours from 10:00 A.M. to 2:00 P.M., daily except Sunday and from 7:30 to 8:30 Monday and Wednesday evenings.

Burt Hamerstrom,
Vice President in Charge of Service.
March 30, 1934.

### Twenty-Fourth and Utah and The Cup

Once upon a time, so the story goes, Twenty-Fourth and Utah Division was able to lead all other divisions for their non-accident record. They were among the best, ten years ago, and held first place seven times in 1923 and eight times in 1924. During 1925 the accidents began to come in until they went down to seventh and eighth places during 1929, 1930 and 1931. Taking a new lease on the job, these men came up gradually until they are now contenders for first honors. Their March "win" may turn Third Street's easy winning streak into a real contest for the annual trophy.

Oak and Broderick are not to be forgotten, although they seem to have lost interest. Since January first they have been in second, fourth and third places respectively. Last year they held the lead for six months, five of these from August to December without a break.

Only time will tell who the real winner for 1934 is going to be. The first three months should not decide the race.

### Byllesby Stamp Collectors

Since the last issue of Inside Track, a number of budding, and full fledged phelatelist (stamp collectors to you) have started the organization of a Byllesby Stamp Club. More news is promised for the next issue.

## Purchasing Agent Turns Editor

Not to be outclassed by a little competition, our genial purchasing agent, P. C. Paddock, has turned Editor in a big way. At the election meeting of the Transportation Club of San Francisco, Paddock was elected First Vice President and Director, which office includes the job of editing "Time Card," a news sheet, published monthly for the benefit and entertainment of members. If the first issue under the guidance of the new Editor is a fair sample of his ability, the job is already assured of success.

Congratulations and best wishes.

* * *

## Congratulations

A number of very interesting items were crowded out of Inside Track, last issue, for want of more room. Among them was one from J. A. Ackroyd, former motorman of Oak and Broderick Division. Ackroyd attended the M.S.R.E.C.A. party February 21, and came away completely sold on the organization. He says he had a wonderful time, enjoyed the entertainment immensely, and wished to congratulate all those responsible for the success of the event.

* * *

### Squelched

A train was brought to a standstill by striking a snowdrift.

A farmer carrying a long pole showed up on the scene. He would walk a few steps and stick the pole down in the snow.

Finally, he came close to the train and a passenger opened a window and asked the farmer. "How deep do you find the snow out there?"

"I'll be hornswaggled if I know," said the farmer; "I'm hunting for my barn."—Labor.

## Lost Badges

**April 5, 1934**

Lost or stolen badges as listed below are each worth $5.00 to the conductor or motorman locating and recovering them. Watch this list and become familiar with the numbers. You may pick up some easy money.

| Conductors | | Motormen | | Inspectors |
|---|---|---|---|---|
| 47 | 1397 | 38 | 1504 | 24 |
| 75 | 1495 | 76 | 1554 | 65 |
| 101 | 1629 | 96 | 1588 | 75 |
| 195 | 1797 | 130 | 1690 | |
| 235 | 1885 | 534 | 1694 | |
| 549 | 1895 | 600 | 1776 | |
| 551 | 1905 | 872 | 1886 | |
| 909 | 2005 | 878 | 1942 | |
| 1065 | 2149 | 1162 | 1970 | |
| 1077 | 2329 | 1176 | 1976 | |
| 1219 | 2555 | 1232 | 2058 | |
| 1291 | 2559 | 1300 | 2222 | |
| | | 1312 | 2234 | |
| | | 1368 | 2762 | |
| | | 1502 | | |

* * *

## "The Last Roundup"

Sorry that C. W. Butterwood, governor of Engineering Department, did not get his proper share of honorable mention in the dance party writeup last issue. His predecessor, it seems, received the credit.

The alibi offered is that it was so convenient to refer to the insurance booklet put out by the employes association which contains the names in full of the officers and board of governors. (Mr. Secretary, please note any changes.)

Excuse the mistake, please, this time, Mr. Butterwood.

* * *

## The Mystery

And where do you suppose Superintendent Regan could have disappeared the night of our dance? We heard he was there and that a lot of the boys saw him early in the evening.

### Medical Department Rules

The Medical Department has supplied each employee with a pamphlet containing all the rules and regulations of their service as it pertains to the employee. These rules will fill a need for definite information and answer many questions which were continually being asked.

If you have not had a copy, ask your Superintendent, Dispatcher or foreman and he will supply you. Keep the rules as a reference. One never knows when some rule will settle an argument or give an answer to their own case.

### Motorman's Bulletin No. 7

The new Motorman's pocket bulletin Number 7, published under date of March 5th, gives some very helpful instructions on how cars can be operated to save ourselves money. We also give better service by following this advice as our service to the public is more uniform and more standard. The public likes it better and recognize the Byllesby standard. In other words, the bulletin is an aid to you to do your work better for all concerned.

### Greetings Jimmy Old Top!

Jimmy Adams, the old standby of the Accounting Department, is well on the road to recovery from his recent ordeal. The fact that Jim made such a rapid recovery, however, is due in no small means to the tender and loving attention bestowed upon him by one of our fair co-workers, who is also a well-known columnist for the "Busy Bees." Ruby, will you please step forward and address a few words to the gals and boys?

Best of wishes, Jim, and we hope to see you back on the job again in the very near future. Jim, by the way, did not lack for visitors while he was confined at the hospital. His many friends from the company called to cheer him up and gave him the latest news from the ranks. Now, Ruby, what does the Irish boy friend say? Isn't he just a wee bit jealous of such attentions elsewhere?

Success in life comes to those who can make the best of it when they get the worst of it.

—Walton's Wisdom.

## Commendations

| | January | February | March | Total To Date |
|---|---|---|---|---|
| Twenty-eighth Street | 8 | 2 | 5 | 15 |
| Geneva | 4 | 3 | 3 | 10 |
| Oak and Broderick | 3 | 4 | 2 | 9 |
| Sutro | 3 | 3 | 2 | 8 |
| McAllister | 3 | 2 | 2 | 7 |
| Twenty-fourth Street | 3 | 0 | 1 | 4 |
| Turk and Fillmore | 1 | 1 | 0 | 2 |
| Washington and Mason | 0 | 0 | 1 | 1 |
| Third | 0 | 0 | 0 | 0 |
| Totals | 25 | 15 | 16 | 56 |

TWENTY-EIGHTH STREET LEADS

The first quarter of 1934 gives Twenty-eighth Street a lead of five commendations over their nearest competitor—Geneva Division. Third Street have a clean record of NO commendations for the past three months, while Washington and Mason has only one.

Last year only 38 commendations had been received during the same three months, so it looks as though 1934 is going to be a good year for commendations.

# Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER
GEORGE CRAIG

SR. VICE COMMANDER
DAVE REFATTI

JR. VICE COMMANDER
R. A. LYONS

QUARTERMASTER
H. E. COOLEY

ADJUTANT
RALPH STRAWN

CHAPLAIN
J. A. STRELESKY

JUDGE ADVOCATE
R. L. EMERSON

OFFICER OF THE DAY
J. E. McDEVITT

SURGEON
J. E. LEWIS

TRUSTEES
D. S. FLOWERS
E. H. JEWELL
LOUIS PATTERSON

---

The first big venture of Colonel Henry Marison Byllesby Post No. 3000 of the Veterans of Foreign Wars of the United States went over with a BANG. The institution of the Post on March 22, 1934, was one that will be remembered for many years to come. The marvelous way Department Chief of Staff M. L. Hubbard put on the work of instituting the Post and installing the officers could not be equalled.

The Degree Team of Joseph P. McQuade Post No. 1205 conducted the meeting from the start to the close in a wonderful way. The Degree Team of General Jacob H. Smith Post No. 83, initiated the members of the Post in a way that only the Shell Shock Degree Team can, and they had the largest number of Charter Members to initiate that any Post has had in the Department of California and Nevada for years. The Degree Team from Old Glory Post No. 2044 was present and the Degree Team of White Squadron Post escorted the Department Commander, Edward J. Neron, into the Post room. The Drum and Bugle corps of Joseph P. McQuade Post put pep into every one. We of the Byllesby Post wish to thank every one present of the Degree teams and Drum corps for their wonderful assistance.

The Post enjoyed a very instructive talk from the Department Commander, Edward J. Neron, also other speeches from Past Junior Vice Commander in Chief H. Levitt; Charles O. Carlston, National Council of Administration Member; Oscar Rosendorf, Council of Administration Officer and Commander of the 6th District; R. F. Nichols, Department Junior Vice Commander; Edward M. Seacord, Department Senior Vice Commander; Charles J. Gavin, Department Adjutant and Quartermaster; Richard Flatland, Department Historian; W. L. Wilson, County Council Commander, and Merton L. Hubbard, Department Chief of Staff. Each speaker complimented the Post and the new Commander, George Craig.

A wonderful banquet was set for over three hundred, and the ladies put it over in a most commendable way. Every one had all they wanted to eat and the coffee was just right, and was that cake good? Oh boy!

The Post wishes to thank every one taking any part in the institution of the Post and to all Officers who so willingly helped out, to all the ladies, and those that donated their part in helping out but could not attend, we say thank you.

Remember the meeting nights: APRIL 27th and MAY 11th.

---

Your Commander urges you to attend all meetings of the Post in order that you may obtain all the benefits of what promises to be one of the largest and most active posts in the city, and in fact in the Department.

It is very important that all meetings be well attended, so that you may

(Continued bottom of Page 12)

# Who's Who Among Probationers

E. W. McISAAC
24th and Utah

## CONDUCTORS

Thirty-seven conductors passed out of probation by the March examination. In the group fourteen averaged 100%.

E. W. McISAAC, of 24th Street, with a perfect record card and a very good remittance report, heads the list.

W. V. M. PECK, of Oak and Broderick, W. A. NORTHWAY, of Turk and Fillmore, and R. B. MELTON, of Oak and Broderick, merit honorable mention for their fine showings.

Complete list below. All 100%'ers in heavy type:

GENEVA

**Bosnos, M. W.**
Carlson, Emil
Case, D. G.
Dissmeyer, D. F.
Fisher, C. L.
**Hacker, J. W.**
**Ghent, S. L.**
Harrison, T. E.
**Oakes, E. L.**
**Perry, J. S.**
**Todhunter, A. W.**

28th STREET

Broshious, W. F.
Chalmers, L. P.
Clemo, C. E.
Eldh, C. L.
Graber, H. L.
Hennessy, Jas.
O'Connor, J.
Siler, Edgar

24th STREET

Busby, C. L.
Healy, Jas.
Meeks, H. J.
**McIsaac, E. W.**
**Shaw, R. W.**

KENTUCKY

Sullivan, E. C.

WASHINGTON & MASON

Sowers, J. M.

OAK & BRODERICK

**Davis, J. A.**
**Melton, R. B.**
Norres, C. M.
**Peck, W. V. M.**
**Plant, T. J.**
Ramerth, J. C.
Wooliever, W. R.

TURK & FILLMORE

Boschetti, E. D.
DeArmond, H. V.
**Liff, C. H.**
**Northway, W. A.**

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# Byllesby Post No. 3000 V. F. W.

(Continued from Page 11)

know how you will be able to help us. Remember that it will require the whole-hearted support of each one of us to make our Post outstanding.

Another asset to the Post is in formation, the Ladies Auxiliary, and you are urged to talk to your wives, mothers and sisters and to tell them of the benefits that will accrue by being a member of the Auxiliary.

LET'S ALL GET TOGETHER COMRADES AND PULL AS ONE FOR OUR POST.

**New Charter Members Signed Up March 23, 1934:**

Bedford, Archie
Wheaton, H. F.
Ensley, J. A.
Schlacter, J. A.
Russell, Edward
Bastian, C. E.
Slack, J. B.
Simpson, George
Bostwick, W. W.
Carswell, J. A.
Andre, H. P.

# Who's Who Among Probationers

F. D. KIFF
Geneva Division

## MOTORMEN

In the March examination, 29 probation motormen successfully passed their finals, and an analysis of the line-up shows:

22 scoring 100% on the check list.

17 scoring 100% on the equipment.

14 combining the two for a general 100% average.

5 going through the entire period without an accident.

F. D. KIFF, of Geneva, a newcomer in our midst, was conceded top place in a three way tie with two old employees—H. P. ANDRE, of 28th, and B. L. JOHNSON, of Geneva.

All 100%'ers in heavy type:

| GENEVA | 28th STREET | OAK & BRODERICK |
|---|---|---|
| **Conte, J. B.** | Allegretti, A. J. | **Jowett, F. R.** |
| **Johnson, B. L.** | **Andre, H. P.** | **Keating, E. J.** |
| **Kiff, F. D.** | **Elliott, E. W.** | **Light, H. K.** |
| Langston, M. L. | **Enright, J. E.** | Lundquist, M. L. |
| London, R. M. | **Langston, W. J.** | Masonheimer, E. L. |
| **OVERALL, J. C.** | Metro, George | Moore, C. F. |
| Restani, Cesare | Moran, J. A. | Stockdale, L. L. |
| | **Welch, E. E.** | Swan, B. B. |

| TURK & FILLMORE | 24th & UTAH |
|---|---|
| Hutchison, W. D. | Behnken, W. H. |
| **Rinker, G. W.** | **Griffith, Robt.** |
| Wallace, M. W. | |
| Wucher, F. W. | |

### STANDING BY DIVISIONS

| | |
|---|---|
| Geneva | 99.1% |
| 28th & Valencia | 98.5% |
| Oak & Broderick | 97.9% |
| 24th & Utah | 97.5% |
| Turk & Fillmore | 96.5% |
| General Average | 97.9% |

---

**Reasonable**

The bus conductor handed back the shilling to the woman passenger. "That coin is no good, madam," he told her. "It's spurious."

"Ridiculous!" she said, examining the coin. "Why, it's dated 1921. Someone would surely have noticed it before this if it were bad."

—Unidentified.

**The Experiment**

Mrs. Newlywed — "Have you any nice slumps this morning?"

Butcher — "Slumps? What are they?"

Mrs. Newlywed — "I don't know but my husband used to talk about slumps in the market, so I thought I'd try one."—Pathfinder.

**Springtime!**

Herman, eighteen months old son of Conductor Benjamin Zelles, at Washington and Mason Division, is out for a swing. Springtime is "park" time for the kiddies.

* * *

**No Bragger**

"Is that all the work you can do in an hour, Sam?" the hardware merchant asked his new cleaning man.

"Well, sah, I dussay I could do mo' —but I nevah was one for showin' off."—Good Hardware.

* * *

**Verified**

A hick town is one where the folks know all the news before the paper comes out, but merely take it to see whether or not the editor got the stories according to the way they heard them.—Trenton (Mo.) Republican-Times.

# Safety League

**Car Hours per Accident**

| Division | March 1934 | March 1933 | Rank in March 1933 |
|---|---|---|---|
| 24th and Utah | 768 | 793 | 5 |
| Third Street | 733 | 832 | 3 |
| Oak and Broderick | 683 | 799 | 4 |
| 28th and Valencia | 631 | 1040 | 2 |
| Geneva | 509 | 1069 | 1 |
| Turk and Fillmore | 433 | 569 | 8 |
| Washington and Mason | 404 | 652 | 6 |
| McAllister | 373 | 628 | 7 |
| Sutro | 337 | 413 | 9 |
| Total | 521 | 743 | |

## TWENTY-FOURTH STREET WINS CUP

The Ides of March were lucky days for Twenty-Fourth Street if they were unlucky for Third Street, for the tables have turned. Third Street dropped down to second place after holding first position since January 1st.

Twenty-Fourth Street started the year in seventh place, came up to second in February, and tops the list with a nice margin in March. Oak and Broderick Division managed to reach third place by improving their February record, while Twenty-Eighth Street made some improvement over the previous month.

The Second division shifted places in order to make room for Sutro at the bottom. The goat is home again. It is Sutro's goat.

# Department Doings

## Byllesby's Busy Bees

### For General Office Employees

*Edited by* Miss Rubye Schaar

**Signs of the Easter Season:**

Tommy Crowley's new gray skimmer, that heavy Easter basket of Eulalie McVicar's, two little yellow cotton chickies on Eleanor Kenney's desk, Earle Swensen's renewed interest in shorthand and things, Bessie Oglevie's new tailored lines, Herman Warnke slowing up to full speed, little notes from Harold Sloat addressed to whom?, Eleanor Williams' new Breton sailor hat, the Senns burning up the road in their new Ford, Dorothy Cohelan's red shoes, fragrant lavender and white lilacs on Agnes Freeland's desk, Helen Tuttle's Easter basket full of elastics, and last of all, let's overlook all the cases of spring fever for that seems to be community property.

* * *

Was "Helmsey" swearing under his breath that day he was raving on —"eighty-two— five ninety-three,— blank! blank! blank! red—two sixty-two—blank! blank! blank."

I afterwards learned it was just his mild way of comparing figures but I couldn't figure out just who or what was supposed to be blank.

* * *

His Excellency, James Adams, Governor, General Office, will soon be back at his desk again after a siege and operation at the Mount Zion Hospital. Best wishes for a speedy and permanent recovery.

Another new voice in the Telephone Room is that of Florence Moore, nineteen year old niece of Anna Burke. Miss Moore is the Relief Operator and a pleasant addition to that Department if rumors are true.

* * *

Our deepest sympathy is with Jack L'Huillier, of the Drafting Room, now that the hand of death has reached into his home.

Mrs. Gladys L'Huillier passed away on March 27 and we all feel deeply with Jack in the loss of his dear wife.

* * *

Ask Paul Beckert how he is getting along with his biscuit baking.

* * *

Tragedy and comedy played a large part in the non-success of our friend Charlie Lundquist's latest fishing trip, it seems.

First, he was overwhelmed to learn of the death of the man who had rented him a fishing boat, which by no means started the day pleasantly. This necessitated finding another boat which took considerable time and was hardly worth the effort as it proceeded to sink when they tried to use it. By this time the day was nearly over and "our Charlie" came home quite disgusted, minus the pleasant outing he had anticipated, also, the great number of fish that he had so generously promised his friends. Good old Charlie!

He claims a borrowed two dollar bill put the jinx on him, but what do you think?

The gals of Room 705, whose duty it is to check the conductors' register cards, suggest they use the abbreviation B.O.O.O. for Box Out Of Order instead of just plain B.O. which will make the cards more appetizing to everyone. One case of Lifebuoy, please.

* * *

There were only two persons who dressed most appropriately in honor of Saint Patrick on March 17th, that I noticed. One was Mr. Eugene Byington, dolled up in a dark green suit and hat, pale green shirt but dark green tie and topped off with a green and white carnation in his lapel, and Eulalie McVicar was the young lady in the bright green dress that attracts everyone's eye to its wearer, while the rest of us were only green with envy.

* * *

Earl King has just about decided to take it easy from now on and not romp down so hard the next time it is necessary for him to use the old paper cutter for it wasn't so much fun to lose the tip of one's forefinger, was it? Only instead of wearing such a large bandage, why didn't you wear your arm in a sling, Earl?

* * *

Low clamors are beginning to be heard, different voices are plaintively asking for another shin-dig, or a picnic or just sump'n! Please, Mr. Sawyer, (on our bended knees!) will you check up and see if this wish is unanimous to go into another one of these employee activities in the very near future.

We all so heartily enjoyed the dance for it seemed a grand get-together for everyone.

* * *

There is some co-operation among the wild creatures, 'tis said, for the stork and the wolf usually work the same neighborhood.

There seem to be a few new faces here and there, for now it is Miss Elsie Hurson's voice that is pleasantly heard nightly and she is happy to be our Night Relief Operator.

* * *

Also, for the past three weeks or so, the Auditing Department has had dainty little Miss Marie Sirany with them. Miss Sirany is formerly of the Northern States Power Company of Minneapolis, Minnesota, and we hope her temporary stay will lengthen into a permanent one.

* * *

A public speaking course in the early training of Mrs. Helen Doble our woman representative of the Market Street Railway Company, is coming in mighty handy now for that illustrious lady seems to have the spotlight on her. Take a few of these instances.

Wednesday, March 21st, she gave a talk to the children at Daniel Webster School on "What the business man expects of the young girls and boys coming into the business world."

On Friday, March 23rd, she spoke over radio station K.G.G.C. on the subject of "Jobs for the White Collar Woman."

Tuesday, April 3rd, the topic she chose was "How the Students' Car ties up with Local Industries" given at the San Francisco Business League Luncheon, at the St. Francis Hotel.

She is also attending the State P. T.A. Convention at Sacramento in May as a delegate from Galileo High School.

Our hats are off to you, Mrs. Doble.

* * *

Rumor has it that there might be a secret bride or two, of long standing, in the Claims Department where nothing is ever supposed to happen. (Oh, Yeah!) Why not out with these vital statistics, or do you feel better when you think you are fooling us?

A description of the present day appearance of the person whose picture is shown above would show a great difference in many details. In the first place, it is not a girl regardless of that somewhat innocent and demure expression in those big blue eyes, and this is one feature he still retains. Alas! for the curls, though, they are gone forever as is that slim, lithesome figure.

He is of Scotch and English descent, is fiftyish and came to our Company in 1911 which gives him 23 years of service. Usually has an even disposition and goes whistling merrily down the halls in spite of the fact that he is a double grandpa to a pair of very red-haired children.

He is a Spanish War veteran, as well as a widower at present, though I must say he is attracted by and toward the opposite sex. His taste in clothes is equally as admirable as in other things for he is always immaculately attired.

He has what is known as a resonant voice and has been congratulated for making speeches over the radio for our company. If you are still in doubt of his identity I will give up and you can all tip your hats to George Blackwood Allan, taken at a very, very tender age.

* * *

The early bird of the vacation season was Orlo Curtice, who set a record and an example for the rest of us in getting such a swell dark tan in only one week and the last one in March at that.

* * *

We offer our deepest sympathies to our Editor, Mr. Earl Ryan, whose sister, Mrs. Ruth Kenworthy of Stockton, passed on while visiting friends in Fresno, California.

Mr. Ryan is the man directly responsible for the perfection of the Inside Track and has proved himself quite capable of doing so in an even manner. He has gained the respect and friendship of his co-workers in the short time that he has been our Editor and we wish to share the burden of his loss.

* * *

Helen Rushing has been wearing the "zippiest" of spring corsages in the form of a miniature cluster of fruit. Her father wonders if she might be advertising his business.

* * *

Now that the desks are "taking on a different angle" it's a sure sign Spring is here.

* * *

That new mail man—he came, he saw, and chose the most beauteous gal in the Auditing Department, our own Helen of Troy. And the coincidence is that she seems to have a weakness for mail men, be they blonde, or brunette. So what?

* * *

**No Wasted Effort**

"I think Uncle Jack is going to take us for a ride. You better go upstairs and wash your face."

Willie: "Hadn't we better find out for sure, Mother?"

* * *

**Compensation**

"This is a very small piece of chicken you have given me, waiter."

"Yes, sir; but you'll find it will take you a long time to eat it."

# Superintendent of Equipment Department

*By* MRS. JEANNETTE SORENSON

Spring is with us again; if you don't believe it, just come out to Elkton yards. The grass is nice and green, the flowers are just coming out, and the birds are hunting all around for nice small bits of string, lint, and what have you, to build their nests. Also, quite a few of us have spring fever, if you know what it is. One of the symptoms is, work is an effort, and to just lie around and do nothing would be a luxury; also the topic of vacations is being discussed; why, already one of our men told me the other day that July 14th would be here before long and then he would be on his way to Guerneville.

Our dispatcher here at Geneva Car House has become a family man and is he proud, although I can't see for the life of me why he should be patting himself on the back, for all he did was to introduce mamma bird to papa bird. There are four little bits of birds, neither one of them as large as my thumb, and the only noticeable thing about them is their mouths which are always open. But are mamma and papa bird proud of them. Well, I guess some day they will be just as lovely as their parents, but now, well, the less said the better.

On March 22, 1909, which is twenty-five years ago, Mr. Ralph H. McNutt asked for a position as a motor and truck repairman and, as we were in need of men at that time, he was hired. He has proven himself a reliable man and a good fellow worker and is now foreman of the Overhauling Shop. Congratulations, Mr. McNutt, and may you be with us for many years more.

During the month of April, two of our employees will have been with us twenty-five years; Mr. Wm. V. Ballinger of the Paint Shop and Mr. Walter Rovigno of the Geneva Avenue Car House. Both of these men are also to be congratulated on their long service.

Since the first of the year the following men have twenty-five years to their credit: On January 1, 1909, A. Orsi of the Haight Street Car House; on February 11, 1909, S. McCormick, foreman of the Outside Wiring Department; February 25, 1909, M. P. Coleman, register repairman; and February 23, 1909, L. H. Seyranian of the Electric Repair Shop. We also have quite a few men who have passed the twenty-fifth mark, but as my space is limited, it will be impossible to name them all, but congratulations just the same.

On April 4, 1934, Mr. Walter G. Benn departed from this earth to join those who have gone before. Mr. Benn had been quite ill for many months, and the last few months was confined to his bed entirely. He was the assistant foreman of the Brass Foundry and had been with this department since February 26, 1923. Walt, as he was affectionately known, had endeared himself to his fellow workers and his passing will leave a void that time alone will heal. To his wife, daughter and sons, we extend our sincere sympathy and assure you that, although he is gone, he will not be forgotten.

**Not a Skin**

Customer: "Yes, but haven't you got a tighter gown than this?"

Saleswoman (rather tired): "I'm sorry, madam. This is a costumier's—not a taxidermist's."—Karikaturen.

# • As Others See Us •

## School Principal Commends Employes For Efficiency In Handling Children

My dear Mr. Evington:

I wish to express to you my appreciation for your assistance and cooperation in handling the transportation of our pupils to the Lincoln Day exercises at the auditorium.

The work was well planned and efficiently handled and made our task of taking 1600 pupils to the auditorium much easier.

Very truly yours,
C. A. Anderson, Principal,
Presidio Junior High School,
30th Avenue and Clement Street.

The following named employees were on duty and are responsible for this letter from Mr. Anderson: Harry Franklin, Clerk; Joe Casey, Clerk; R. Strawn, Dispatcher; C. E. Marcum, Collector; H. T. Jones, Inspector; E. Castillo, Inspector; J. Larson, Acting Inspector.

* * *

## Lost Property Returned Within Hour Through Cooperation of Inspector O'Donnell and Mrs. Josie Cowan, Telephone Attendant

Dear Sir:

This letter is merely to let you know that I have never received the courtesy and consideration from public service corporation employes as I have from those in the Market Street Railway Company.

Through the efforts of Mrs. Cowan in the telephone office and Inspector O'Donnell at 16th and Mission, and I probably never will know how many others, I had a valuable file returned to me within an hour from the time I left it on one of your cars.

Service of this kind will never hurt your company I assure you.

Yours truly,
L. C. Chadwick,
1335 Sutter Street.

* * *

## Motorman C. M. Boone and Conductor G. Hassell Are Courteous and Gentle With Sick Passenger

Gentlemen:

I wish to commend the motorman and conductor of a Haight Street car for their courtesy, gentleness, and kind treatment to a young lady who had become ill on their car.

Riding with such employees is a pleasure, I assure you.

Very truly yours,
E. Lucille Dempsey,
229 Divisadero Street.

## These Four Conductors are a Credit to Your Organization

H. J. Hamann

E. F. Blythe

C. J. Dolmseth

W. Jacobs

Dear Sir:

I wish to commend the following conductors to you: Numbers 2273, 613, 739 and 923.

These men are outstanding in the performance of their duties, and their courtesy.

They are a credit to your organization and I take great pleasure in calling them to your attention.

Sincerely yours,
W. Carleton Brooks,
421 Leavenworth Street.

* * *

## Inspector Charles Overall and Conductor A. W. Todhunter Return Lost Handbag Post-Haste! Thanks

Dear Sirs:

Just a few words to express my thanks to Inspector Number 71 and Conductor 1485 on car No. 18, Daly City. On Thursday, January 4, 1934, I left my handbag on No. 18 car at 11 o'clock outbound to Daly City. Getting off on Avalon Avenue I missed my handbag; I took the next car outbound, got off at Mission and Onondaga Avenue; I spoke to the inspector about my case so believe me, he sure helped me to get my handbag back. He told me to wait for Conductor 1485 on No. 18 car, so Conductor 1485 gave me my handbag at 12:20. He is surely an honest man.

Thanking them both for their kindness, and good luck to both your good men.

Sincerely,
Mrs. M. Landucci,
1431 89th Street,
Oakland, California.

* * *

## Motorman A. E. Clark and Conductor John Boren Commended For Their Fine Service

Mr. A. W. Brohman,
Superintendent of Transportation.

Dear Sir:

Mr. J. Mills, 970 Hayes Street, called this office, commending Motorman A. E. Clark on Run 15 of the Masonic Avenue Line for courtesy to passengers, and smooth operation of his car. He also commended Conductor J. Boren for courtesy, and the distinct manner in calling the streets.

Yours truly,
E. C. Regan,
Division Superintendent.

## Dispatcher J. E. Carswell and Motorman F. R. Wormell Cooperate To Return Lost Item

Dear Sir:

I wish to express to your company my appreciation of the courtesy and integrity of two of your employees in an incident which happened recently.

On Thursday, March 22nd, I stepped off the No. 8 car at Third and Market Streets at about 2:30 in the afternoon. I had no sooner alighted from the car, when the signal changed and the car started towards the Ferry. I immediately realized that I had dropped an envelope containing an insurance policy and draft attached thereto. At once I telephoned to the car house at Valencia Street regarding the loss, and before six o'clock was advised that the missing article was there awaiting delivery to owner. I called at once and was given the envelope and contents intact by your Mr. J. E. Carswell, and upon inquiry found that Motorman Frank R. Wormell had turned it in.

While this insurance policy and draft were made out to myself, you no doubt will realize what great amount of delay and inconvenience has been eliminated by the safe and prompt return of them, and I want to again express my deep gratitude for the kindness shown me in this matter.

Very truly yours, Mrs. Jennie W. Johnson,
300 Roosevelt Way.

## Passenger Says Conductor S. V. Love Is Exceptionally Courteous

Mrs. C. R. Dempster, Hotel Richelieu, telephoned commending Conductor No. 941 of the No. 6 Line, for being exceptionally courteous and helpful to her when she was a passenger on his car on Sunday morning, March 11th.

Commercial Department.

## Motorman George Melikean Is Alert, Courteous, Careful and Competent

Dear Sir:

Chalk up a credit mark to the account of the young man operating car 904 of Line 5, McAllister Street, at eleven o'clock this morning.

Alert, courteous, careful and competent, this young gentleman is certainly a credit to your concern and it is a pleasure to ride with such men.

Very truly yours,
E. B. Parsons,
Parsons Engineering Company,
525 Market Street.

## Appreciation For Way Conductor R. W. Symington Helps Passengers Board Car

Dear Sir:

Just to inform you that I boarded a No. 11 car, run 12, at 16th and Mission Streets, at a quarter to six Friday night. The conductor deserves credit for the assistance which he gave me when I boarded his car. I did not get his badge number but I judge you can find out at the division where he works who he is. I wish to let you know that I will be glad to hear about this conductor. With best wishes.

Mrs. C. Allen,
St. James Hotel,
87 Third Street.

## Conductor J. D. Stegeman and Motorman R. Fagerle Thanked For Courteous Service

Miss Martha Bergh of 1082 Post Street, called at the office today and commended the crew on car 862 of the No. 11 line, last Thursday, as follows:

She stepped off the Larkin car about 9:30 A.M. at 9th and Mission streets and wished to transfer to the No. 11 car. The car was ready to go but the conductor, badge No. 2241, waited for her when he saw there was an automobile in her path. He helped her on the car and she thanked him for his courtesy. She also thanked the motorman, badge No. 2230, for having waited his car for her.

Miss Bergh boarded this conductor's car a couple of days after and presented her transfer for him to punch. He gave her a new transfer, however, which pleased Miss Bergh.

Miss Bergh was thanked for her kindly thought in bringing these incidents to our notice and assured the men were truly appreciative of her efforts as well.

Commercial Department.

* * *

## Conductor N. C. Kurtovich Befriends Aged and Crippled Passengers—Pleases Onlookers Too

Dear Sir:

I have another good report to make about a conductor on the No. 11 car. I got on his car at the corner of Mission and Third streets about five minutes to three. His badge number is 2225. A very old man wanted to board the car and the conductor helped him on the car and to a seat. There were other passengers on the car who also took notice of the good work done by this conductor and I think he is deserving of credit. I have seen some very good men on the cars in your service. Hope to hear about this good conductor.

Very truly yours,
Mrs. C. Allen,
St. James Hotel,
87 Third Street.

* * *

## Starter Philip Gentile Again Commended For Kindness and Courtesy

Traffic Manager:

I take this method of expressing our appreciation of the kindness and courtesy of No. 1 Starter, 5th and Market Streets, to ourselves and everyone.

Mrs. M. Pendergast,
Lankershim Hotel,
Fifth and Market Streets.

* * *

## This Letter Says Starter Philip Gentile Is Courteous and Obliging

Dear Sir:

At 5th and Market streets is a starter, No. 1, by the name of Gentile. He certainly deserves some praise for his courteous and obliging service to the public.

Yours truly,
Mrs. Delta McLin,
Lankershim Hotel, 5th Street.

## Motorman Mike Lewkowicz Works "Smooth As a Watch" and Conductor Tom Harrison Is Just As Competent

Dear Mr. Yount:

Your No. 40 car 1232 arriving at our Terrace Station 5:13 p.m. today.

Your motorman on this trip handled his car as a Howard watch would handle itself, in a steady uniform smoothness of action that showed the work of a master hand. We hope that you will see fit to keep him on the No. 40 run. His conductor was just as competent a man in his work as the motorman was at the head end.

And I am, Cordially yours,
H. J. Dickinson,
815 Edgehill Drive,
Burlingame, California.

* * *

## Conductor J. C. Roberts Is Very Kind and Thoughtful

Mrs. J. W. Hart, 682 Fourth Avenue, telephoned commending Conductor No. 1099, of the Hayes Street line.

Mrs. Hart says she has been ill and this conductor is always very kind and thoughtful in assisting her on and off the cars.

Commercial Department.

* * *

## Conductor J. T. Brown Is Pleasing With Courtesy

Dear Sir:

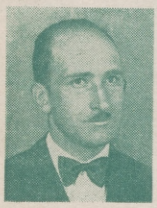
I wish to say how much I appreciate the courtesy of the conductor on car 793 of the No. 19 line.

He was on the car that left Polk and Sutter streets at about 3:50 Tuesday afternoon, November 14.

Sincerely,
Mary C. Nelson,
1499 California Street.

* * *

## Efficiency Is Exemplified By Conductor Walter Schaifer



Mr. J. K. Schick, 2710 Mission Street, called at the office today and commended Conductor No. 1523 of the No. 10 Line for the quiet and efficient manner in which he handled a situation on the street car.

A drunken man had boarded car at 6th street—when the car arrived at 8th Street the conductor seeing a policeman at the intersection, called him, who took the man off the car without any interruption to the service.

This incident occurred about two weeks ago.

Commercial Department.

* * *

## Passengers Appreciate Way Conductor A. W. Davis Calls Streets. He Is Courteous Too

Gentlemen:

I wish to commend Conductor No. 1585 of run 18, of the Valencia Street Line. I was a passenger on his car on January 11th. He called every street in a clear voice from Valencia and 16th Streets to the Ferry, and was most courteous in every respect.

MRS. JAS. F. SHEEHAN.

R. S. Cleaveland
Division Superintendent

# CLEAVELAND'S BEST AND SAFEST MOTORMEN

## 'NINETEEN THIRTY-THREE

D. Codino T. Cullen C. Easter C. Gallo L. Gordon J. Harrison J.

H. Lang R. Leamon E. Lowder A. Lupi M. Metro

H. Schuback W. Strohecker W. Thompson O. Tyson M. Vanoni W. West

J. Attebery
D. Biboli
H. Bishop
H. Botts
C. Brittan
E. Burns
C. Cain
L. Cantoni
C. Catoir
J. Hatzis
J. Horton
D. Howett
P. Jimas
H. Jones
J. Knox
F. Morrison
F. Osterode
J. Pallas
E. Saunders
J. Semmelhack
C. Wickett
J. Willman
J. Willwerth
R. Witt
F. Wormell
H. Young

# Cleaveland's Best and Safest Motormen

*The following named motormen and gripmen at Twenty-Eighth and Castro Division tell how they were able to operate their cars for the year 1933 without a chargeable accident. This group is only one of nine groups of the fine motormen operating cars for the Market Street Railway Company.*

ATTEBERRY, JAMES E.—Says he made 1933 a perfect year without an accident just in practice for a number of safe years to come.

BIBOLI, D. C.—Has many safely operated years to his credit. Says, when the other fellow wants to go —"all right, go, I'll wait."

BISHOP, HARRY M.—This is not his first year in appearance in this group of aces as he helped to make the safe record on Castro Cable.

BOTTS, HARVEY L. — Harvey has gone through many a perfect year before and we predict just as safe a record in future. Says to look where you are going and watch the other fellow.

BRITTAN, CHAS. A.—Charlie says he couldn't be satisfied anywhere else and shows his appreciation by having an ace record.

BURNS, EDWARD E.—Says the ace record would not be complete without him. His spare change would pay for all the accidents he ever had.

CAIN, CHARLES B. — Joining the class of ace motormen in 1933, he says: "It is safety first, safety second, and if there is any left, that's safety too."

CANTONI, LOUIS — His personal friends include men of renown, but he says it is better to let the other fellow go first than be sorry after.

CATOIR, C. E.—Year after year he appears on the roll. He says "when I make the speed, I fly the Zep and run on time."

CODINO, D.—He says that he finds the whole solution is "to keep your mind on the job and keep cool."

CULLEN, THOMAS P.—"Tim" says the last time he spent writing a report is so long ago that he hardly knows how it is done. "Simply pay attention to the job on hand."

EASTER, C. D.—Uses the same care when late or on time and says he enjoys giving the other fellow a chance on the street.

GALLO, C.—He is always ready when an emergency arrives, keeps cool and always has his car under control.

GORDON, L.—Allows the other fellow the right of way if he wishes it.

HARRISON, J. S.—Has found it a whole lot easier to avoid accidents than to explain them later, watches the safe? points as well as the others.

HATZIS, J.—Jim says "if you keep happy and your mind on your work, the safety rules will do the job for you."

HORTON, J. B.—John drinks heavily of milk, takes care of his health, is always ready for the job and the emergency when it comes.

HOWETT, D. H.—Believes there isn't much to be said about it except "to obey the rules and that's about all it takes."

JIMAS, P.—Starts on time, runs on time and always finds plenty of time to avoid accidents.

JONES, H.—Says he has his ups and downs but has managed to avoid the wildest kind of drivers.

KNOX, J. — Just a bit timid about publicity and perhaps this is the quality which keeps him from getting too close to the autos.

LANG, H. A.—Became expert in his work by constant attention to duty. Let's the rest of the world go by.

LEAMON, R. P.—This is a man with the broadest vision, who sees the other fellow first.

LUPI, A.—Won his laurels by never taking a chance, whether day or night, late or on time; uses the same precaution all the time.

LOWDER, E. — Takes pride in his work and has no horror for traffic. Says it's all in liking the work and being courteous in traffic.

METRO, M.—Alert, but never rushing. Finds plenty of time to do the job without luck or chances.

MORRISON, F. — Smiles the whole way through and never meets dull care or a wild Ford.

OSTERODE, F.—Carefully observes the rules, thereby making this one of many years he has appeared among the "Non-Accident" boys.

PALLAS, J. — Practices "S a f e t y First" all of the time, and never caught napping yet.

SAUNDERS, E. — Faithful to his work, and growing younger every day.

SEMMELHACK, J.—Says "it's strictly business and it's good work instead of good luck that aids the fellow to win."

SCHUBACK, H. J. — Has made a study of how best to do the job and seems to be succeeding.

SHERIDAN, R. C.—Dick knows his car and what it will do. He is prepared when the unexpected happens.

STROHECKER, W.—Remembers his responsibility and keeps his mind on the job.

THOMPSON, W. A.—Practices the golden rule, and finds the rest quite easy to accomplish.

TYSON, O. C. — Keeping his eyes always to the front and continually trying to improve his work, has done the job well.

VANONI, M. L. — Interested in his job and proud of it, thereby showing good results.

WEST, W. H.—Bill says he watches everything that can move and he still believes this is better than the paint job.

WICKETT, C. E.—Prefers to wait for a clear track than to spend time writing about it.

WILLMAN, J.—Depends entirely on his own and doesn't trust the other fellow to do what he should.

WILLWERTH, J. F.—Considers the other fellow may be irresponsible —so acts accordingly.

WITT, R. H.—Says "run on time, if you can, but run as if the car were yours and also be mindful of others' safety."

WORMELL, F. R. — Observes these rules: Attention to duty; look out for vehicles and pedestrians; be careful.

YOUNG, H. W.—"What is worth doing at all is worth doing well," which means safe and sane operation.

## HARD CASH

Anything which will help save your hard cash is worth trying now. Electric car and bus rides are the cheapest transportation under the sun for business trips in the city.

Catch a car or bus today!

# Division Contacts

## 28th Street—Castro Cable

*By* JAMES O. BITTLES *and* DANNY DONOHUE

The Byllesby Post of the V. F. W., which, as you know, comprises employees of the Market Street Railway Company, is now in working order.

The initiation night was one grand time, with the usual social after the meeting.

And to Motorman Craig we extend our best wishes for his term as Commander.

The toothpicks used for the occasion were furnished through the courtesy of Conductor Frank Jackson.

The paper forks and plates were furnished by Inspector Dick Lyons. Thank you, Dick.

The sandwiches, cakes and grape juice were donated by the men from the various divisions.

Mrs. George Craig, who is very interested in Veteran affairs, assisted in her usual good manner. Mrs. Craig is Past President of Post 1205.

Inspector Harry Cohen has written to Washington and the League of Nations to know if he is eligible to join the Post. Harry served on the Mexican border in 1911.

The Post caps are the same color as the street cars—without the dash lights.

Conductor Mike Shetookin stepped around the floor like a West Point graduate. Mike only wishes General Pershing could have seen him that night.

To hear Motorman O'Lanie tell it —the "5th Marines" had one good man in France.

Spring is here. Once again we hear the old familiar cry, "Play ball!" and They're off!'"

Don't you think Conductor Frissella's gray tweed pants look darling? But wait until Johnny wears his straw hat.

Conductor O'Connor is learning to ride a bicycle so he can compete in the next six-day grind.

Mike Daly was seen parading down Market Street carrying an armful of American flags on a very important day in March.

Have you noticed Conductor Hester since he got his store teeth installed? We hope she likes them.

Motorman Young is planning to tear down his own home so that he can build a bigger and better pigeon loft.

Pete Hayes says it's wonderful to be a daddy. Wait, Pete, until they start calling you grandpa.

* * *

Conductor Passouchine is giving piano lessons now. If you have any youngsters that have a talent for the piano, it would be well to see him.

* * *

We still can see the autos they used thirty years ago. It's chained to a light pillar in front of the car-house.

* * *

They say that Jack Campion spent four nights and three days at the recent bicycle races shouting for "Cocky" O'Brien.

* * *

Now that all the papers are showing old-time pictures, some of the boys are digging up their own.

* * *

Motorman Merrill has a few showing him playing with some dolls. The picture may be old, but Frank has not changed.

* * *

How would you like to see a picture of Pat Flynn when he sported that big moustache? It looked like the handle bars of a bicycle.

* * *

Johnny Papale has a nice photo taken when about a year old. It must have been taken in some nudist colony.

* * *

Andy Anderson has a picture taken when he landed in New York. He has ten packages of Quaker oats under his arm.

* * *

The zebra striped bathing suits must have looked funny, but Conductor McGrath says he wore them because they were all the rage.

* * *

We have been watching to see if they will print a picture of Conductor Carter the time he drove a hack and wore a silk hat.

We are all wondering who is the nice young lady Conductor King was seen leaving at the street car. Wonder if Willie ever leaves her home.

* * *

Following is a list of our 28th Street family who are absent through sickness and whom we hope to see on the job soon. Cheer up, boys, it won't be long now.

| | |
|---|---|
| Schaap, A. J. | Boitano, V. J. |
| Curtin, D. J. | Metro, M. |
| Morris, A. B. | Moran, J. A. |
| Broshious, W. F. | Beagle, J. S. |
| Fehring, W. B. | Rood, E. O. |
| Lowder, E. | |

* * *

The following named conductors of 28th Street Division have had no remittance errors for the month of March, 1934:

| | |
|---|---|
| Bassillio, J. S. | King, W. E. |
| Becker, M. | Leahey, F. P. |
| Beebe, R. R. | Lewis, J. |
| Bittles, J. O. | Ligon, D. C. |
| Borreo, W. | Long, F. E. |
| Briggs, R. E. | Lowrey, L. L. |
| Brill, A. C. | Lunden, P. H. |
| Brown, D. G. | McCarthy, M. |
| Cain, J. R. | McGeorge, J. M. |
| Carter, H. M. | McKeown, E. T. |
| Chalmers, L. | Morris, A. B. |
| Connolly, P. J. | Mullin, P. |
| Denton, F. J. | Olsen, E. L. |
| Eldh, C. L. | Palmer, E. J. |
| Elrod, C. | Patterson, T. A. |
| Fehlemelcher, W. | Peak, C. J. |
| Forslow, E. E. | Pocklington, J. M |
| Fulton, J. L. | Reinhardt, W. |
| Guerrero, C. J. | Sanders, G. |
| Hanback, A. M. | Schaap, A. J. |
| Haupt, R. S. | Scott, R. |
| Hazs, P. Z. | Siess, R. |
| Headden, J. M. | Simon, E. |
| Healy, W. M. | Slack, J. B. |
| Hefferman, C. J. | Stockdale, C. A. |
| Hitchcock, A. H. | Sutlief, C. R. |
| Houston, A. H. | Whelton, C. |
| Hughes, F. C. | Watters, K. B. |
| Jackson, F. | Wiser, J. H. |
| Keegan, W. M. | |

The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months, October 1, 1933, to March 1, 1934:

Adam, E. C.
Allard, E. A.
Atteberry, J. E.
Attebery, W. L.
Biboli, D. C.
Bishop, H. N.
Botts, H. L.
Burns, E. E.
Cantoni, L.
Catoir, C. E.
Codino, D.
Cotiskas, L.
Cresci, O.
Crossen, B.
Cullen, T. P.
Davis, O. M.
Day, K. F.
Drummond, C. W.
Dunkle, W. W.
Easter, C. D.
Fehring, W. B.
Fuller, J. C.
Gallo, C
Gordon, L.
Hageman, G. E.
Hanneman, C. F.
Hanison, J. S.
Hatzis, J.
Healey, T.
Holtzen, F.
Horton, J. B.
Hugh, E.
Jenson, H. L.
Jones, H.
Lowder, E.
Lupi, A.
McPhun, C.
Mason, A. E.
Metro, M.
Morris, F. R.
Morrison, F.
Munday, O. H.
Olden, C. E.
Osterode, F.
Pallas, J.
Philbrook, C. O.
Rood, E. O.
Saunders, E.
Semmelbaack, J.
Schleub, A.
Schuback, J. H.
Sorters, H. O.
Strohecker, W.
Thompson, W. A.
Tyson, O. C.
Vanoni, M. L.
Walter, W. B.
Ward, E. M.
West, W. H.
Wickett, C. E.
Wilkening, F.
Willman, J.
Willwerth, J. F.
Witt, R. H.
Wormell, F. R.
Young, H. W.
Zucconi, E.

A few years ago when beautiful backs were all the rage, John Carboni had a picture of his back taken.

* * *

The picture Pete Lunden admires most is the one he had taken aboard the herring boat when he was coming to this country.

* * *

Johnny McKeown spent Easter Sunday across the bay in East Oakland. We understand it was in the nature of a pilgrimage.

* * *

Who is the Balboa High School girl that has "TONIE" written on the back of her suede jacket? Wonder if Motorman Zizah knows her?

* * *

Several girls have made inquiries as to why Bill Healy shaved his moustache off. Say, Bill, tell us why you did it. Who is she, anyhow?

* * *

Motorman King had an alarm clock installed in his machine. Harry likes to take a siesta during his lunch hour.

* * *

We regret to announce the death of the mother of George Hageman on March 8, 1934, at Winters, California. Our deepest sympathy is extended to the family in their recent bereavement.

## BIGGEST BARGAIN

Where else can you buy as much safety, comfort and convenience at the cost of an electric car or bus ride?

The stores, too, are full of bargains you cannot afford to miss. Go bargain gaining today, and start it with a car or bus ride.

# Bits-o-News from the "Ferry Loop"

*By* JIM GARDINER

### Easter Services on Mt. Davidson

Easter morn dawned in all its glory and simplicity. Thousands trudged up the trail leading to that most impressive and beautiful service. Even as early as three o'clock in the morning their shadows were outlined against the sky and when the sun broke over the horizon and blazed forth upon that pure white cross, illuminating it, as it were, suspended from the heavens, it brought many a tear into the eyes and a sob into the hearts of those kneeling in prayer. The words of the service in dedication to this symbol to our Lord and His resurrection, clearly carrying to the very edge of those thousands of people of all creeds and ages, brought peace to many a troubled heart and a new understanding of His love for mankind.

* * *

### Annual Kiddies Easter Bunny Hunt

Mid-day, and the children of San Francisco gathered together in their great joy for the Easter Egg and Bunny hunt held annually in Golden Gate Park. Their joyous shouts and antics were reflected in the proud possessive looks of their parents; yes, and the thousands that gathered just watching the kiddies and the fun, reminisced over the days when they, too, joined in this anticipated event. Kiddies, parents, and the young generation, arrived home tired but happy.

* * *

Inspector Wilson spent his two days off in execution of Mayor Rossi's slogan "General Clean Up Week" —Herb, together with the Mrs. as helper, certainly gave his Geneva Avenue home a real spring cleaning. The standing invitation is still good, "Come up sometime, boys."

Collector O. P. Peterson is again our able Relief Inspector during the vacation period. Conductor Davies of 24th Street is officiating at the loop as collector. He is doing quite well, thank you.

* * *

J. C. Timoney, switchman at the Tower, took a week's rest in order that the tailor could finish that classy suit and believe me, boys, it's not golf togs either.

* * *

Main gossip, these days, at the Loop—how much dividends do you get and when's the vacation? Likewise a universal topic, no doubt.

* * *

### Studies in Nerve

"Just think! He had the cheek to kiss me."

"You were furious, naturally?"

"Yes—every time."

* * *

Teacher: Now, Robert, what are you doing—learning something?

Robert: No, sir! I'm listening to you.

* * *

Mr. Gadget: "What is the most pathetic picture in the world?"

Ditto: "A horse fly sitting on a radiator cap."

* * *

### Tail Between His Legs

While a farm girl was milking a cow, a bull tore across the meadow toward her. The girl did not stir, but continued milking. Observers, who had run to safety, saw to their amazement that the bull stopped dead within a few yards of the girl, turned around and walked sadly away. "Weren't you afraid?" asked every one.

"Certainly not," said the girl. "I happened to know this cow is his mother-in-law."—Outspan.

Switchman George Karahaloes says you can't bluff that gang of ours, and to give ample proof of his skill with the rod, just take a look at these beauties he caught off the Antioch Bridge.

### The Drawback

Young man (to jeweler): "Will you take back this engagement ring?"

Jeweler: "Doesn't it suit?"

Young Man: "Yes — but I don't." —Pearson's.

### So It Is

"Is your office on the eighth floor?

"No, the ninth."

"Oh, that's a different story."—El Paso World News.

### Commercial Candor

Hotel Guest: "Do you know if the charges here are reduced if one stays by the week?"

Hotel Porter: "Couldn't tell you, sir: Nobody's ever stayed a week!" —London Opinion.

### Experienced

In an Indiana college town a student called at a boarding-house to inquire about rooms.

"And what do you charge for your rooms?" he asked.

"Five dollars up" was the reply.

"Yes, but I'm a student," he said, thinking the price a little high.

"That being the case, the price is five dollars down," replied the landlady, who had had experience.

Suspicious Character—Wot am I supposed to 'ave stolen?

Police—A 'orse and van.

Suspicious Character — All right, search me!

"My wife always gets historical when I stay out late at night."

"Hysterical, you mean."

"No, historical. She digs up all my past."

### Tactless

Percy: "Oh, hello, May! I wonder where all the pretty girls are today, heh?"

May: "Oh, away somewhere with all the handsome men, I suppose."—Grit.

### There's Fidelity!

He: "I'm afraid, dear, it will necessarily have to be a long engagement."

She: "Don't worry, dear. I'll wait —even until the farmers are satisfied."

- Beautiful Gardens and Shade -
Best of American Home Cooking
Tent Cottages or House Rooms
NATURAL HOT SULPHUR BATHS
PINER'S
HOT SPRINGS
M. Harry Cohen, Proprietor
12 Years on Hayes Street Line
Rates for Room and Board
$2.50 per Day or $15.00 per Week
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Calistoga, Calif.

# 24th and Utah Gilly Room Gossip

*By* CONDUCTOR WALTER CLAPP

Greetings and salutations! Having spent most of the month on the sick list, we missed all the big news happenings and scandals around the car house, so we thank the boys who have contributed bits to make this page possible.

Conductor Symington informs us that his grandfather Henry A. Smith, aged 89 years, of Berkeley, passed away on March 10th. Said grandfather rated quite a bit of space in the papers because he was a Captain of Company B, 100th Illinois Regiment for duration of the Civil War; hunted bison on the plains with Buffalo Bill Cody, selling the hides to Indians and the meat to settlers; he operated the first trading post in Salina, Kansas and conducted one of the first ferries across the Red River in Texas. He was well known, and active, during the later years of his life, having been a prominent member of Lookout Mountain Post G.A.R. here.

Fred Clark says "a fellow never realizes how old he is till he sees himself in one of these 'horse and buggy days' pictures."

Conductor C. J. Dalton has one for you puzzle fans. A passenger boards the street car with a one dollar bill and a five dollar bill. The conductor cannot change the one dollar bill and give the correct change, but he can change the five spot and does so, How? See Conductor Dalton of the West Line for the answer.

Hello, Pete. Glad to see you back. Yes, sir, Pete Aldridge has returned after three years absence which time he spent as shipping clerk, soda jerker and deckhand for the Western Pacific. "Nothing like the good old Market Street Railway," says Pete, "especially the 24th and Utah Division." We also extend a glad "hello" to our newest motorman, William Smith. May all our contacts be pleasant ones.

Signs of better times: Conductors McIsaac, Meeks, Shaw, Healy and Williams sign up for regular runs after bucking the list for less than four months. Looks like the good old days.

Shop Foreman Herb Strickland has never realized his childhood ambition to be a drum major in a parade, so every morning at eleven o'clock he arranges a little parade of his own in front of the carhouse.

J. FINN, President R. B. FINN, Secretary

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San Francisco, Cal.

RAILROAD TIES
LUMBER
PILING

Motorman George is back to his old self again. For a while his brother-in-law was visiting him and Charlie would have to stay up late at night entertaining his guest, but now his brother-in-law has a job where he also has to get up in the wee hours of the morning, so they both retire early and George is up in the morning feeling full of pep and off the oversleep list.

* * *

It's the first straw hat which shows how the wind blows.

* * *

Motorman Mike Banks is breaking himself in gently for a nudist colony. Instead of the two vests, three sweaters, two shirts and two coats he usually wears, he has cut himself down to two sweaters and one shirt, two vests and two coats.

* * *

"Be there a man with soul so dead
Who never to himself hath said,
This is my own, my native land."

* * *

Mr. Kimber speaking: He's back on Polk Street again giving the customers some of his super service with a smile. We just knew he couldn't stay away longer than one sign-up.

* * *

**The Inquiring Reporter** — (Every month he asks five persons a question.) This month's question: "What was the worst April Fool joke played on you this year?"

Reverend Brewer: "A friend flagged my car down and told me my house was on fire. Just his idea of a hot joke."

Elmer Covington: "Putting the new sign-up into effect and cheating me out of my nice daylight hold-down on Howard Street."

Benny Schmidt: "Oversleeping."

Joe McBush: "A phone call at midnight to my hotel room saying that the hotel was on fire and to rush out. I did and arrived in a crowded lobby a minute later just clad in pajamas."

W. A. Thompson: "My wife wanted a casserole which she could get by saving eighteen coupons from packages of macaroni. So she went and bought all eighteen packages at once and is now serving them to me, one package a day."

* * *

"Time and tide wait for no man," says Conductor Mihovitch who is single and can say what he pleases, "but time always stands still for a woman of thirty."

* * *

"A lie," remarks Conductor L. Campisi, who is married and ought to know, "is a poor substitute for the truth but it's the only one discovered up to date."

* * *

We all extend our sympathy to Charlie Taylor who lost his daughter last month, and whose passing is deeply mourned by him.

* * *

Yarn is an essential in fabrication, either woven or narrated. Mill yarns are highly colored, but those spun by Motorman Folsom much more so.

Wm. Hansen, Manager
Dan McLaughlin, President
Geo. J. Asmussen, Secretary

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NEW FUNERAL HOME AND CHAPEL

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# Geneva Eight Wheel Gossip

*By* G. H. MAGNUSON

The races are on at full blast in these regions, both horse and dog races, and it's keeping the boys pretty busy bringing our sporting patrons to and from the races at all times of the day.

Conductor S. Cohn, during one of the usual Saturday Mission parades on 26-Sub decided it was time to eat, so he put in an order to Inspector Cohn, his father, for a man-sized hamburger sandwich to be ready on the return trip. To find that the cook had overlooked the order was bad enough, but his father, Inspector Cohn, also took this occasion to deliver a speech to the effect that nowhere in his book does it mention anything about man-sized hamburger sandwiches.

We apologize for the old "meanie" who said he did not know which of the boys to congratulate. Motorman F. Loskey, who, for all the aid of moonlight and springtime, cannot seem to get his fair queen to say "Yes" or Starter Phillip Gentile, who is looking forward to the happy state of blessedness, beginning in June. Our sincere congratulations to you Phillip, and our sincere sympathies are with you Motorman Loskey.

An ardent pipe smoker is our Superintendent A. E. Francis, also Motorman Charlie Stack and Conductor N. Nicolette. The spirit of Sir Walter Raleigh would get an agreeable surprise if he could only return to earth for one day and see what keen enjoyment they all get from a good pipe smoke.

Conductor W. Christianson, the southern gentleman from Louisianna, tells us that the peculiar manner in which Conductor Page lifts up his feet and cautiously places them down again is due to the fact of having spent his barefoot boyhood days in the southern state of Mississippi where a peculiarity in the topographical strata makes walking difficult.

**A Toast to You**

Here's to beefsteak when you're hungry,
Whiskey when you're dry,
Greenbacks when you're busted,
And heaven when you die.

Ladies' handbags are on sale which on being opened have their purses illuminated by electricity. Invented, no doubt, by some long-suffering street car conductor.

Another good man gone wrong. Conductor J. Ensley took unto himself a wife. Wish you both the best of luck and may all your troubles be little ones.

George Foeh (Highpockets) is now out of the hospital and feeling fine. He has commenced working on his regular run over in the Visitacion Valley. We sure are all glad to see you again, George.

Can a machine run without gas, and with a flat tire? Ask Magnuson.

The neat appearance of Motorman Wood speaks of his Navy training, but we would like to know the secret of how he always seems to have such a rested look.

Inspector Cohn's son, Conductor Ghent, in passing 29th Street, said, "Papa, get me a hamburger and I will get it when I come back."

Conductor Ghent to his papa, "Did you get my hamburger, papa?

Harry, "By golly son, I ordered pork chops. Oii Oii."

* * *

Michel Bernstein and Refatti are at your service at Tanforan race tracks every afternoon and at Baden dog park every evening.

* * *

She: "You remind me of the ocean."

Guttman: "Because I am deep, romantic and restless?"

She: "No, you make me sick."

* * *

Lady standing in the rain at Fifth and Market Streets: "Look, it's coming down."

Starter Gentile, absent-mindedly: "Would a safety pin do?"

* * *

"There is so much good in the worst of us,
And so much bad in the best of us,
That it scarcely behooves any of us,
To talk about the rest of us."

* * *

She: "I see where a young wife presented her 85-year-old hubby with a baby boy. What do you think about it?"

He: "The same as you."

* * *

A Scotchman died and went to heaven. The angel at the gate said, "request whatever you wish."

"100,000 dollars, please," the Scotchman requested.

Next was a Jew, who said, "Give me ten dollars worth of cheap jewelry and I will get the $100,000 from the Scotchman."

* * *

Do you know that our new motorman is an ex-soda jerker, and can he make chocolate sodas. This dope is from someone who knows.

* * *

What's the matter Todhunter? Won't she give you a tumble?

A certain party from 23rd Street desires to know why Motorman Frank Walters took the Owl. Who is she, Frank?

* * *

Since when has Motorman Charlton changed his name to Knight? Next, you will be telling her it is Day, etc., Charlton.

* * *

If there ever was a pie contest at this carhouse Motormen Loskey and O'Neil would sure win, but you would have to give them a shovel. Isn't that right, Loskey?

* * *

Why is it that Motorman Hoey always takes the brunettes part instead of the blondes? Don't you like blondes, Hoey?

* * *

What's the grudge between Loskey and Heissenbuttel? You're not sore over what was in the Inside Track last month, are you Loskey?

* * *

Conductor Carl Johnson arrived safe and sound after a six months leave of absence up in Alaska, huntin, fishing, etc., and by his talk and pictures he took up there, he must have had a wonderful time. He looked in the pink of condition and we were all glad to see him back again; even the fair sex were inquiring for him months before he was due back. And all you beautiful single girls who read this can any day see him traveling up and down Guerrero Street, and to let you in on the secret, as far as I know, he is still single. TINY, OH TINY, WHAT SEEMS TO BE THE TROUBLE?

* * *

Dispatcher Morgan is at present off his regular duties here for a short time and we believe he is fixing around his mansion on the hill. And, believe me, he surely has a mansion with the best scenery in San Francisco to look down on from all angles of his home.

Conductor Blackwell and Motorman Walde are the only men in this division who are in the St. Francis Hospital, and from reports, are doing very nicely after their respective operations. And remember, fellows, whenever any of you have a little time to spare, you are always welcome by our sick fellow-workers. Remember, too, we never know just when we might get there some day and then we will be looking for the same social calls.

* * *

Dispatcher Al Schirmer has quite an aviary in his office now, and he is tip-toeing around taking good care of his four little baby canaries which hatched out some few days ago and woe be to anyone who steps around a little bit too noisy or slams doors. The mother and father birds are doing their bit to see that the babies grow up into real singers. And the poor grandpapa bird "Jerry" who was past fifteen years of age had quite an accident and died. We surely do miss you Jerry. The offices of this division are well taken care of, plenty of flowers and birds in Dispatcher Schirmer's room and our Superintendent Francis has taken great pride in his office with his wonderful plants, etc. It's a great office now with the birds singing around and the ferns, plants, etc., growing up.

* * *

Following is the list of conductors and operators of Geneva Division who had no remittance errors from February 14, 1934, to March 14, 1934:

Adams, C.
Adams, W.
Anderson, G.
Baldauf, W.
Fleiger, B.
Foehr, G.
Ghent, S.
Guttman, M.
Harrison, G.
Humphreys, W.
Johnson, C.
Johnson, J.
Knight, J.
McHughs, W.
Maher, E.
Menendez, J.
Muther, B.
Newcomb, H.
Oakes, E.
Petiti, F.
Romer, E.
Spillane, C.
Strelesky, J.
Welch, J.

Following is a list of motormen and motor-coach operators at Geneva Division who had no chargeable accidents for a period of six months, October 1, 1933, to April 1, 1934:

Adams, W.
Bedford, C.
Bennone, E.
Bertoni, A.
Blakeley, C.
Bloomfield, A.
Brayshaw, J.
Broad, W.
Butler, S.
Charlton, T.
Cook, A.
Currie, R.
Dittero, C.
Dussourt, C.
Fenton, C.
FitzPatrick, M.
Fredericks, J.
Frescura, J.
Gannon, E.
Gehring, W.
Gikas, C.
Grassi, W.
Hagan, F.
Harrison, E.
Hayes, W.
Hess, A.
Hoey, H.
Johnston, B.
Jones, H.
Keane, T.
Knight, J.
Latrouel, F.
Lewcowicz, M.
Loskey, F.
Lusk, W.
McNeil, J.
McDevitt, J.
McLeod, D.
Menendez, M.
Mesusan, M.
Milliken, L.
O'Maley, J.
O'Neil, F.
Preston, J.
Psarras, N.
Quinn, A.
Ray, E.
Rathfuss, H.
Refatti, D.
Rolando, A.
Schelley, L.
Scialenca, J.
Shroyer, W.
Sidery, J.
Slade, C.
Stack, C.
Stamos, N.
Taylor, L.
Taylor, W.
Vissas, F.
Wade, S.
Walde, G.
Walters, F.
Walters, R.
Welch, F.
Welch, P.
Wells, T.
Wescott, K.
Wetzel, R.
Wood, C.

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Official Watch Inspector for
Southern Pacific, Western Pacific and Northwestern Pacific Railroads

# Turk and Fillmore "Truth and Fable"

*By* D. S. FLOWERS

We take this opportunity to extend our best wishes and good luck to the "Extramen" and invite them to read this column. It is yours (I am only the writer). Should you at any time, wish to have some article of wit or constructiveness inserted, by all means let us have it, and your cooperation will be greatly appreciated.

* * *

"Why, if the soul can fling the dust aside,
And naked on the air of Heaven ride,
Were't not a shame—were't not a shame for him
In this clay carcass crippled to abide?"

* * *

We wish to extend our hearty congratulations to our friend Conductor Tunstall, who is the proud father of a 7 pound, 11 ounce baby girl.

* * *

One of the clerks in the employment agency was a bit of a wit, and he was preparing to gain a laugh at the expense of the next in line.

"Where were you born?" he asked the man, a Scotchman.

"Glasca," was the reply.

"Glasgow! Whatever for?" continued the funny one.

"I wanted to be near my mother," said the other with devastating meekness.

* * *

Don't forget **Comrades,** the **"Inside Track"** has donated a page to the interests of V.F.W. doings. Show your appreciation by reading the contents of that page. **If you have had foreign service you belong to "Byllesby Post No. 3000."** And we would be glad of the honor of meeting you there.

* * *

We are wondering how our old pal DeBord is getting along with his tennis these days. The last reports were that he had started to wear shorts. And when you miss a ball, Pal, it's not because there are no strings in your racket.

At times the Fillmore Line hauls a few, but Motorman Borba claims that he had the champion load the other day. There were so many school children on the car that they pushed Borba's head through the window when he made a sudden stop.

* * *

Our Shop Foreman, Charley Newman, had a difficulty to overcome the other day when he couldn't get a car started. After a thorough inspection he found that the trouble was the trolley on a span wire, instead of the trolley wire.

* * *

**Meet Some More of the Extramen:**

Wilber Harry Haynes hails from Neodesha, Kansas; formerly an auto parts clerk. He finds less parts to a street car, but more action.

* * *

James Joseph Nyhan, is a son of the "auld sod," to be exact, County of Cork, Ireland. Has no (or I should say had no) previous occupation. However, we have a sneaking idea that he is very adept in the art of dispensing the "blarney".

* * *

Guy Roberts Ellis, a mechanic from Beatrice, Nebraska. Wonder if Beatrice misses him? Be that as it may, her loss is our gain. Is that mustache a California product, Guy?

* * *

Harry Charles Liff, a son of San Francisco, no less. Biller by occupation. Street car conductor by preference.

Fred William Wucher, a mechanic from Ripley, Ohio. "Believe it or not" he is a motorman now.

* * *

Gordon Hallett Cleaveland, from San Francisco. Another truck driver. (I've got a personal grudge against truck drivers; one made me run up an alley one day.) However, he's on the green cars now, so all is forgiven.

* * *

William Davey Huchison, of Nevada City, California. Another super-salesman doing his stuff on the white front cars. He used to be a tough "top kicker" back in '18, now he is a member of the V.F.W., Byllesby Post 3000 to us.

* * *

The following motormen of Turk and Fillmore Division have had no chargeable accidents for the past **six months.**

Anderson, M.
Anderson, A.
Allen, V. E.
Blue, F.
Borba, M. S.
Boschetti, M.
Balthaser, E.
Berry, J.
Burns, M.
Coleman, E.
Carley, L. S.
Daroshka, F.
Davis, M. O.
Eisenmenger, J.
Funnemark, C. L.
Hoover, T. C.
Himes, J. W.
Harrison, W. L.
Hurst, D. W.
Highstreet, M. J.
Juedes, J.
Jones, J.
Lynch, J. J.
Law, H. A.
Loomis, J. J.
Loomis, H. J.
Monteleone, J.
Murnane, T. J.
Menegon, P.
Meyer, E. A.
Madziarski, W.
Mattson, G. I.
Meza, M.
Marchus, R. W.
McLaughlin, C.
Newman, E.
Nelson, A.
O'Keefe, A. J.
Patterson, L.
Rohrer, M.
Rich, H. W.
Ray, B. H.
Regan, J. J.
Ryan, J. J.
Rosser, J. M.
Stevenson, D. K.
Stenberg, A.
Smith, E. E.
Silva, F.
Strong, E. L.
Summers, C. E.
Sorg, G.
Settlemeyer, D.
Sawyer, J. C.
Stagg, W. R.
Smith, D. C.
Tamblin, A. J.
Vanarsdell, O.
Watts, C. F.
Willhite, A. R.
Zitzelsberger, J.


"STOP WEAR"

LUBRICATION SERVICE

SAVES YOU MONEY

IT will pay you to compare the advantages of STOP-WEAR with the lubrication service you are *now* using.

Only carefully *selected* dealers are permitted to give STOP-WEAR service.

They lubricate your car according to a detailed chart supplied *by your manufacturer.*

They use *only* Union Winter grade *friction-proof* lubricants having wear resistance 5 times that of ordinary oils.

All STOP-WEAR dealers are certified lubrication specialists.

It's wise economy to use the *best* lubrication service. STOP-WEAR can be found at hundreds of selected Independent Dealers and all Union Service Stations Inc.

NRA

The following conductors at Turk and Fillmore Division have had no errors in their remittances during the month of March, 1934. This is indeed a commendable showing, when compared with previous lists.

Blacklock, F.
Bassillio, E.
Barrett, J. F.
Burnett, J. W.
Beall, C. E.
Carlton, L.
Coverdale, R. T.
Cornac, J.
Collison, B.
Dorgan, W. C.
DeBord, R. W.
Foppiano, F.
Fernandez, J.
Hollis, A.
Holsclaw, E.
Johnson, W. F.
Kennedy, C. W.
King, T. G.
Longfellow, J.
Milanesi, L.
McCullough, J.
Petrucela, C.
Picatoski, J.
Stevens, C. N.
Shurgin, H.
Waring, R.
Williams, T. E.
West, G.
Zuccarello, C.

* * *

Thomas Zucery Evans of Hillisboro, Illinois. Cooked in the army until he burned the beans. Then he decided to try grinding a controller.

William Frank Maupin, of Knoxville, Tennessee, graduated as a truck driver, but decided that his experience would not be completed until he tried out the white front cars. You can't bluff an auto with a street car, Bill; not like you used to with that bull-dog "Mack".

* * *

Mel Wilson Wallace of Eujaula, Oklahoma. (Never heard of it.) Trainman by occupation and trainman by preference.

* * *

George August Miller, of Dubuque, Iowa. (If you haven't heard of it, you haven't been to many shows.) George says, just because he has been a laundry worker, it doesn't make him a Chinaman.

* * *

George Washington Rinker, of Akron, Ohio, a salesman, is selling his service on the green and white front cars these days.

## Complaints

### MARCH, 1934

| Division | Discourtesy | Fares | Transfers | Inattention | Total Mar. | Total Feb. |
|---|---|---|---|---|---|---|
| Third Street | 0 | 0 | 0 | 0 | 0 | 2 |
| Washington and Mason | 0 | 0 | 0 | 1 | 1 | 0 |
| McAllister | 1 | 0 | 0 | 0 | 1 | 2 |
| Oak and Broderick | 0 | 0 | 1 | 2 | 3 | 2 |
| Twenty-eighth Street | 2 | 1 | 0 | 0 | 3 | 3 |
| Turk and Fillmore | 1 | 0 | 2 | 1 | 4 | 3 |
| Sutro | 0 | 0 | 2 | 2 | 4 | 6 |
| Geneva | 0 | 1 | 1 | 4 | 6 | 3 |
| Twenty-fourth | 2 | 0 | 2 | 3 | 7 | 12 |
| Total | 6 | 2 | 8 | 13 | 29 | 33 |

### WE STILL HAVE COMPLAINTS

The March complaints dropped from 33 in February to 29, which is a good decrease in percentage. Some divisions made a good showing while others did not do so well.

It takes so little effort to be on the alert at all times while on duty that there is little excuse for complaints. If we follow the Golden Rule, the public will appreciate our service and seldom find reason to complain.

# Sutro Surf Bubbles

*By* H. R. FRANKLIN

The baseball season is here and the usual number of boys from this division attended the opening festivities at the Seal Stadium on Tuesday, April 3, 1934. As the writer was present, but failed to meet up with Motormen N. Kruer, Jack Higuera, Charles Friedenberg, Charles Welsh, and Conductors Leonard Larison and William Herlihy, who I understand were there, I can safely state that they enjoyed the ceremonies as well as the ball game, and had a good time. Even if the home team lost, the game was well played and the San Francisco "Seals" looked good in defeat.

* * *

Disappointed, but very happy, as the family had so counted on the new arrival being a girl. However, the offspring was a boy, and at this time we take great pleasure in congratulating the family, Conductor and Mrs. Homer R. Jacks, on the arrival of a son, born at 10:10 P. M., Tuesday, April 3, 1934. The Jacks family now have three children, all of whom are boys, and does Mr. Jacks feel proud, I'll say he does.

* * *

Imagine a man being at a dyeing and cleaning establishment and the proprietor trying to sell him a hat, and very nearly made the sale, when the man was told the hat was his own.

* * *

Conductor Charles Mathes is at present confined to the St. Francis Hospital, and has been there for some time. We regret to mention that Charlie has been very ill, and our sincerest hope is that he will soon be on the road to recovery. Our understanding is that many of the boys have visited him, but he needs friendly encouragement and to those of you who have not been to see him, please drop in and give him a word of cheer.

* * *

New faces on the Sutter Street Lines, viz., Motormen Robert C. Morton, formerly a truck driver; Harry E. Bullard, clerk; also Conductors Harold F. Kocher, previous occupation, mechanic; and Joel Pera who was a typist and clerk.

The men of Sutro Division wish to extend a hearty welcome to you boys. Our earnest desire is that you may enjoy your duties and like being one of us.

* * *

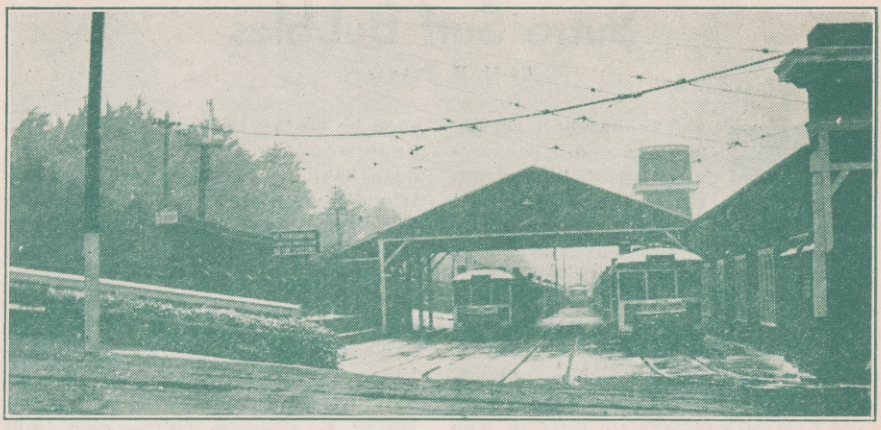
Back from attending a wedding at Los Angeles, California, but not his own, oh no, not his, Conductor Edgar Thacker has just returned from the aforementioned city.

* * *

Motorman W. F. Ramer is again on a vacation tour, this time it is El Paso, Texas. What his intentions are during his stay in El Paso we do not know, however, we wish him a pleasant trip.

* * *

Two trips of two weeks duration each, in a period of less than two months time, driving his car both ways, having some motor trouble, but carrying on just the same, Conductor Wm. T. Bennett hurried right along to Los Angeles, California. His wife is there, that's the only reason we can give. However, we trust that his return trip will be more pleasant than the previous one on which he was delayed.



Scene shows the yard at Sutro Division in the "height" of winter, December 11, 1932.

* * *

It is with the deepest concern that we mention the loss of a fellow employe, Motorman John H. Cole, who passed away at 6:00 A.M., Tuesday, April 3, 1934, at the St. Francis Hospital. His death was attributed to pneumonia.

Prior to entering the service of this company, John was a soldier for Uncle Sam and in recognition of his army service he was buried at the National Cemetery, Presidio, San Francisco, California, with full military honors.

His entry in the service of this company was on June 14, 1910, and since that time he had been a faithful, steady and honest employe, being well thought of by all his fellow men, all of whom will mourn his passing.

To the bereaved family we wish to extend our heartfelt sympathy.

* * *

Did you get your check on the 55 per cent earnings, and did it come at a most opportune time?

Motorman John Fletcher who was operated on while at St. Francis Hospital is recovering very rapidly and has been out to the car house to see us. He is a little weak yet but getting along fine and looks real good, in fact better than ever. While some of us failed to visit him when he was in the hospital, our best wishes and thoughts for his speedy recovery were ever uppermost in our minds.

* * *

At the request of Commander George Craig, Byllesby Post No. 3000, V. F. W. of the U. S., he wishes me to express his thanks to all those who took any part in making the institution of the post the huge success that it was on the night of March 28, 1934, at the War Memorial Building in San Francisco.

**CONDUCTORS!**

Inquiring passengers will appreciate the courtesy if you direct them to

**Hotel Sutter**

Corner of
Sutter & Kearny Streets
FIREPROOF
POPULAR RATES

A winter scene in San Francisco, California, taken on December 11, 1932, on the 33rd Avenue right of way, adjacent to Lincoln Park, near Clement Street. This is the terminal for the No. 1 Line cars which run out of Sutro Division. The motorman who so kindly loaned us the photograph and who is also shown in the scene is E. R. Joynes.

* * *

Some SAFETY men at Sutro division. These men have operated their cars for the six months period, September 1st, 1933, to March 1st, 1934, without a chargeable accident. It is a pleasure to list the following named motormen:

| | |
|---|---|
| **Basney** | **League** |
| **Bidgood** | **Lex** |
| **Bulatoff** | **Luck** |
| **Combest** | **Miller** |
| **Concannon** | **O'Howell, C.** |
| **Courtright** | **O'Howell, H.** |
| **Dobie** | **Orwan** |
| **Donathan** | **Parnell** |
| **Dyson** | **Paul** |
| **Ellis** | **Perry** |
| **Faulkner** | **Ramer** |
| **Ferris** | **Shatsky** |
| **Fletcher** | **Stirewalt** |
| **Frisch** | **Taylor** |
| **Hewitt** | **Timofeev, G.** |
| **Higuera** | **Timofeev, M.** |
| **Hoffman** | **Vorpahl** |
| **Jahnsen** | **Whitehead** |
| **Jarett** | **Williams, J.** |
| **Joynes** | **Wittmer** |
| **Kaseeff** | **Kruer** |

Sutro conductors are slipping a trifle in the record ratings of remittances, having dropped from 17 to 25 as a rating for the month of March, 1934, 17 being our rating for the month of February. Watch your step, or some other division will take our place as leaders in this department.

Notwithstanding this fact, we still have a number of perfect money counters whom we are very pleased to name as follows:

| | |
|---|---|
| **Ayres** | **Jerabek** |
| **Bakke** | **Johnson** |
| **Bennett** | **Kasberg** |
| **Bettini** | **Kocher** |
| **Briggs** | **Kroencke** |
| **Broska** | **Langer** |
| **Bubel** | **Loyd** |
| **Carson** | **Lucier** |
| **Chollett** | **Marcum** |
| **Corporal** | **Mathes** |
| **Dahl** | **Moore** |
| **Dutton** | **Morgan** |
| **Edwards, T.** | **Patton** |
| **Futch** | **Pera** |
| **Garrett** | **Petersen** |
| **Goodrich** | **Ross** |
| **Graham** | **Sawyer, G. G.** |
| **Gustafson** | **Shepherd** |
| **Head** | **Thielacker** |
| **Humes** | **Van Matre** |
| **Hutchins** | **Williams, C.** |

* * *

ONE ERROR men for March 1934 who expect to have a perfect record for APRIL 1934:

| | |
|---|---|
| Bailey | McDermott |
| Campbell | McKennon |
| Conrad | Magnusson |
| Cossen | Marks |
| Creighton | Pepper |
| Derry | Pierce |
| Edwards, C. | Prince |
| Freeman | Pruitt |
| Gillespie | Puett |
| Gollob | Ramey |
| Grant | Sawyer, G. O. |
| Hatch | Stevens |
| Herlihy | Sullivan |
| Larison | |

# Third Street Sparks from the Wire

*By* J. J. CARBONI

There is an old song entitled, "Hand me down my walking cane," which is a favorite of Conductor C. Chenault when he is in a singing mood.

We hope for the speedy recovery of Motorman Graves' wife who has been ill for some time.

Conductor-Motorman Chipley has acknowledged the word ambition by making reliefs three blocks ahead of time.

A reward will be given to the person who brings back Motorman George (Mope) Schmidt's ladder.

Since Clarence is gone and while Conductor Krebs is working the Owl, we're looking forward to Krebs changing his name to Guiseppe.

A high jumping contest is now being held at Third Street Division and manager and trainer Conductor Adams says his man, Motorman John Palameta, can outjump anyone at Third Street. John has been in training for the past three weeks.

Conductor Von Boden gave a big spaghetti feed at his home and two of the sweetest belles of the Potrero district were there. Following are the names of those who were present: Conductors Price, Maurer, Krebs, ex-Motorman Jordan, J. J. Carboni and Dispatcher Jackson. All had a good time.

Motorman C. C. DuBose and Ray Bouscal had as their guest at a banquet given at the Armory one Mr. Dudune. Sammy claims he was the only gigolo. What Sammy means, a later edition will tell.

Conductor Ray Bouscal was seen painting the handle of a saw. Why Ray?

The following motormen at the Third Street Division were not charged with an accident from September 1, 1933, to March 1, 1934:

| | |
|---|---|
| Almlund, J. | Kelleher, W. |
| Allemand, J. | Laughlin, W. |
| Assinos, G. | Laherty, R. |
| Behnke, C. | Mead, J. |
| Byron, D. | Missa, S. |
| Clinton, M. | Mamas, J. |
| Du Bose, C. | Metropulos, P. |
| Dudune, S. | McCarthy |
| Elsus, W. | Palameta, J. |
| Finn, W. | Percival, O. |
| Fox, J. | Rechnitzer, H. |
| Greiner, J. | Reimers, H. |
| Hutchings, H. | Ruiz, S. |
| Hays, G. | Stojanovich, S. |
| Halkyard, J. | Schmidt, G. |
| Hoppe, F. | Smith, C. J. |
| Healy, P. | Stephens, H. |
| Jones, F. | Theodos, J. |
| Jackson, C. | Williams, C. |

The following conductors at Third Street Division were not on the short list during the month of February, 1934:

| | |
|---|---|
| Chenault, C. | Dinneen |
| Gianola, D. | Redaham, P. |
| Sumner, H. | Cadigan, T. |
| Ott, Wm. | Scarry, L. |
| Cassotta, D. | Maurer, L. |
| Krasno, J. | Skinner, C. |
| Schivo, E. | Miller, D. |
| Mason, W. | Bauman, G. |
| Winans, A. | Owens, W. |
| McCabe, B. | Cameron, A. |
| Bouscal, I. | |

Motorman Pete Lera says it is much better to be working in the vicinity of Third Street than to be way out in the country listening to the roosters crowing.

Conductor Graves was seen around San Bruno on the opening day of Tanforan races. Duke likes to see the horses and to know who he is buying the oats and hay for.

Motorman "Wild Bill" Hutchings once knew a wild man up in Inyo County and this is the story Bill told the boys in the gilly room:

Bragging Bill, he knowed the West
When Jim Made was at his best;
"Wild Jim" Made, a man whose name
History ain't preserved to fame.
No old-timers ever made
Mention of this hombre Made
Whose main pastime was to kill
Cowmen—'cepting Braggin' Bill.
Bill's met plenty hombres, though
Other folks don't seem to know.

Once, said Bill, in Mike's saloon
(Toughest saloon in Ratoon)
He was drinking when
Made roared in with, "Evenin' men!
There's a certain hombre
Which I crave to kill!" says he
" 'Bragging Bill' is this coot's name.
Any ever heerd of same?"
Bill claims he lost his hearing right there!—

Conductor Bueck is back on the job again after a lay off with a couple of cracked ribs.

Conductor Jimmy Elliott has gone on a milk diet after he and his pal Conductor Ray Bouscal visited a picture show over at North Beach.

Motorman Tiny Williams has a new phonograph record called, "Bring me back around the car house."

Motorman Jack Griener must be feeling cold during these spring days as Jack was seen shopping for a hot-water bottle.

Yes sir, since Motorman Clarence (Tony) Kreuger joined the ranks, he has been smoking Bull Durham instead of Luckies.

Conductor Dick Gianola has been taking up a new dance step called the walkout waltz.

The reward of doing one's duty well is the power of performing others well.

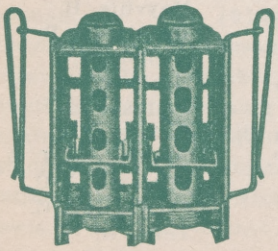
Did you ever see a division with three safety cups? Well, Third Street has them. Did you ever see four safety cups in a row? Well, we'll have them. So, come on, you other divisions and give Third Street a real race or you'll see another safety cup walking into Third Street's place.

**Shop Notes**

Charley Newman was seen walking around Third Street's gardens late at night. No wonder the finer species are not grown.

Shopman Chips Farrenkoff certainly can build a fence around Third Street's beautiful lawn and garden. Chips has a new flower growing called the thistledown.

Car cleaner Dan Watson says fruit cakes are made from the finest fruits of California. Reason: Dan sampled one.

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a
JOHNSON UNIVERSAL CHANGER

Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.
IMPOSSIBLE TO MAKE A MISTAKE
Obtain in Employment Bureau, 729 Holbrook Bldg.
Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

# Oak and Broderick

*By* J. L. EDMISTON

Merton L. Hubbard, Department Chief of Staff, installed the Colonel Henry Marrison Byllesby Post No. 3000 on Friday, March 23rd, at War Memorial Building. There was an attendance of about 350 to see this new Post and the installation of Officers. After the Post was installed Commander George Craig took charge of the meeting and handled it in fine style.

When the meeting adjourned everybody returned to the banquet where a good feed and other refreshments were enjoyed by all. The Committees in charge should be commended upon the way everything was handled.

* * *

A seven and a half pound bouncing baby boy was born to Motorman and Mrs. Percy B. Mason, March 26, 1934. Congratulations, Percy, and hope the baby grows to be a fine young man.

* * *

J. M. Foot, who has been troubled with his teeth for some time, went and had most of them pulled out. Jess said that he can now buy a set of store teeth and be right in style.

* * *

Frank Gent, who has been off sick the past month, is back on the job again. Frank lost quite a little weight while off, but now that he is back on the job, he expects to be better than ever.

* * *

Glad to state at this time that George Fox, who underwent a serious operation, is on the road to recovery and will be back on the job in the near future.

* * *

Inspector Charlie Sanberg, who has been on the sick list for some time, is on the road to improvement, so hope to see him back on the job soon better than ever.

In the loss of our fellow worker, John A. McInnis, who died February 5, 1934, a chasm has been created in our ranks that will be impossible to bridge. John will always be remembered for his ever present good nature and cheer. To his loved ones left behind, may we extend our deepest sympathy.

* * *

Motorman Harold A. Barrill has been appointed one of the relief dispatchers at the Oak and Broderick Division. Congratulations, Harold, on your appointment.

* * *

Anyone wanting to buy some mining stock see Jack Stihl, as he has plenty of it for sale.

* * *

Spery Lusto and Jimmie Skiadas signed up for one-Ellis, and how they like to get up in the morning. So they say.

* * *

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the month of February, 1934:

Barnett, F.
Bain, H.
Blyth, E.
Baillie, J. G.
Barba, L.
Carr, S. N.
Cowden, R.
Coffey, M.
Davis, W.
Darcey, T.
Davis, J. A.
Eigenman, F.
Finkelstein, B.
Funk, F. P.
Fox, G.
Fay, W.
Gold, A.
Havens, E.
Harper, L.
Lusto, A.
Lavine, S. O.
Lucier, A. C.
Martin, G.
Mill, W.
Meyers, W.
Mayville, H.
Melton, R. B.
Nichols, J.
Neal, J.
Polivka, A.
Pedersen, L.
Rosemeyer, J. C.
Ramarth, J. C.
Schlichting, C.
Tews, E.

Jimmie Valentine took a week off and went up to Santa Rosa to visit his sister who lives on a ranch there. Jim said he made himself useful as well as ornamental and did a lot of carpenter work, getting ready for the spring crops.

' ' '

Motorman C. L. Good had the sad misfortune of spraining his ankle while stepping off the curb at Haight and Stanyan Streets. According to reports, a sprain is worse than a break, so C. L. may be laid up for some time.

' ' '

The following motormen at Oak and Broderick Division had no chargeable accidents from September, 1933, to February 28, 1934:

Anderson, Jno.
Barrill, H. A.
Barnett, C. J.
Bartling, A. F.
Boone, C. M.
Clark, A. E.
Clark, W. F.
Cuyler, O. L.
Clouter, W.
Dillon, A. B.
Douglas, S.
Dodd, B. D.
Estus, H.
Fordtran, G.
Fraser, E. L.
Geldmacher, C.
Hutchinson, J.
Hudaklin, M.
Hynch, J. J.
Hamilton, H.
Heintz, C. Y.
Herman, H.
Hodges, R.
Holzmuller, H.
Jewell, E.
Jenkins, W.
Jablonski, S.
Kulis, M. L.
Lewis, J. E.
Lasater, C. E.
Larsen, R.
Lacey, H.
Lemon, A.
Miller, J. C.
Milne, J. G.
Marshall, T.
McCullough, T.
Navarra, J.
Noll, H.
O'Lanie, H.
Provich, G.
Pfeiffer, H.
Quistadt, J. R.
Rice, J. G.
Stihl, J.
Seegos, P.
Stevens, W. H. (966)
Simpson, G.
Southworth, A. J.
Stevens, W. H. (914)
Stansbury, J.
Stocker, A.
Treanor, J.
Wiedl, A.
Wollesen, A.
Wheaton, F.
Walker, H. T.

Hermie Rehers cranked up his new Chevrolet and headed toward Los Angeles, where he visited his sister. Hermie said he had a real good time and made the record trip without a mishap.

' ' '

John Pembroke had four nice days off, which he used to an advantage visiting his many friends.

' ' '

Motorman E. Anderson has been acting as watchman at 13th Avenue during the time the regular men were off. Eric claims he liked the position out there at 13th Avenue very much.

' ' '

**Step Right Along!**

"I had an appointment to meet my wife at two o'clock—and I'm almost an hour late!"

"Then you'd better hurry, or she may be there ahead of you."

Phone MIssion 3614

GEORGE L. SUHR

SUHR & WIEBOLDT

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FUNERAL DIRECTORS
and
EMBALMERS

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1465 TO 1473 VALENCIA STREET
Between 25th and 26th

San Francisco, Calif.

## Lost and Found

**Found—**

By Sutro Division's careless motormen—one goat—lost for month of March to McAllister. "Billy" is thin from lack of nourishment. Picture below.

"Billy"

**Lost—**

The trade secret for keeping off the bottom of the Safety League list. Will Third Street and others please offer some friendly advice.

Sutro-Accident-Men.

* * *

**Busy**

"Your time seems to be divided between the furnace and your son?"

"Yes; if I keep my eye on one, the other is sure to go out."

* * *

**Documentary Evidence**

During the height of the spy panic in London during the war, a middle-aged and inoffensive-looking tourist from New York was dragged from his hotel room and brought before the police judge on a charge of being a German spy.

"But I am an American citizen!" cried the outraged defendant.

For answer his captors mutely pointed to the hotel register, where their victim had signed his name. It read "V. Gates." — B'nai B'rith Magazine.

Attention Car Men!

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7th Floor

# McALLISTER'S KIDDIES

Roland 5-Months
Son of
Mot. O.V. Terry

Patricia Jean 2½ Years
Daughter of
Con. H. Burns

Paul Lacazette 5-Years
Grandson of
Motorman R. Fields Sr.

Joan Marie 3-Years
Daughter of
Mot. P. Altieri

Darrell 6-Years
Donell 3-Years
Sons of
Conductor D. Moffitt

Jack 18-Months
Nephew of
Clerk J. M. Casey

Raymond 6-Years
Son of
Motorman J.A. Meyers

Paul Leslie 3-Months
Son of Motorman L.A. Barkdoll

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## SUMMER TIME IS PARK TIME

Cars 5-7-17-20-21-24-33

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